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The China Mail

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TO-DAY'S DOLLAR.—The
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Dainty Eyeglasses
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Ophthalmic Optician
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No. 27,441 HONG KONG, THURSDAY, MARCH 20, 1930.

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REASON OF FAR EAST FLIGHT

NO POLITICAL OR COMMERCIAL
MOTIVE IN VISIT

"PURELY PLEASURE"

PILOT'S CRITICISM OF BRITISH AIR SERVICES

Frank criticism of the British air services, more especially of the Imperial Airways, was levied by Mr. J. B. Scholter, the chief pilot of the Fokker monoplane in which Mr. Van Lear Black arrived in the Colony yesterday, in an interview with a *China Mail* representative at the Peninsula Hotel.

"You should have the finest air service in the world," declared Mr. Scholter, "yet the Dutch-built Fokker machines can beat your Imperial Airways 'Havilland' planes all the way. We can easily arrive at Karachi 25 hours ahead of your planes, even if the latter start first."

He added that the Imperial Airways were in future to obtain a licence to construct their machines according to the Fokker design. "None of your firms in Britain can design wings giving such power and speed."

Asked why there had been some delay over the question of Dutch aeroplanes being allowed to land in India, Mr. Scholter said: "In my own opinion, the Imperial Airways are scared stiff of us. They are afraid of competition."

THE ARRIVAL DESCRIBED

[China Mail Special.]

The Adjutant of the Royal Air Force, stationed at Kai Tak Aerodrome, Kowloon, was informed officially that Mr. Van Lear Black, the American newspaper magnate, would arrive in the Colony at 2.15 p.m. yesterday. There had been previous intimations during the week that he would arrive at various times, but owing to unfavourable weather conditions these plans were altered.

That he would arrive yesterday afternoon, however, was considered to be definite, yet, although the local branch of the Standard Oil Company of New York had cabled to Hanoi to despatch the news of Mr. Van Lear Black's departure, a party consisting of Mr. M. J. Quist, the Consul General for Holland, the Adjutant, R.A.F., several Dutch business men and representatives of the Press, waited in vain until four o'clock. There being no news of the arrival, they left the aerodrome. Half an hour later the drone of engines was heard overhead and the giant Fokker machine, the largest private plane to visit the Colony, appeared in the sky and made a landing against the faint breeze.

She was a monster monoplane, fitted with triple 300 h.p. Wright Whirlwind engines, and having a seating capacity for eight passengers, in addition to two pilots. Mr. Van Lear Black stepped out of the machine, dressed in a grey suit and wearing kid gloves and after shaking hands with the Dutch Consul and some of the other gentlemen who were there to welcome him, he proceeded to his rooms at the Peninsula Hotel.

"You go and have a talk to Mr. Scholter," he knows more about it than I do," Mr. Van Lear Black smilingly said to the *China Mail* representative. "I'm tired after the journey and I need a rest."

Delayed by Winds
Mr. Scholter, who, in spite of his having spent six and a half hours in the air, looked perfectly fresh and willingly answered the questions that were put to him. He stated that they arrived at Hanoi on Monday from Bangkok, and left Indo-China at 10 a.m. yesterday (11 a.m. Hong Kong time). It was owing to the difference of one hour in the times that the misunderstanding arose in regard to their arrival at Kai Tak. They were also considerably delayed by strong head winds. The distance from Hanoi to Hong Kong was roughly 450 miles and they travelled on an average of 110 miles per hour, closely hugging the coast throughout.

The plane could carry eight passengers, but Mr. Black had taken only himself and with him a small dog. It was a very comfortable and cozy trip, he said, and he was very much pleased with the journey.

Mr. Van Lear Black, who was over 60 and had sailed from active finance, made his first flight (to Cairo) by pure accident, since he had an urgent business appointment in Cairo. He liked the experience so much that he took up flying as a hobby. Three years ago he had bought a small plane and had been flying it ever since.

mechanic, and the two pilots, Mr. Scholter and Mr. J. G. Geyssendorffer. They experienced no trouble at all during the journey and the engines behaved perfectly. It was quite simple to find the aerodrome, since it was the only suitable landing place to be seen in the midst of the mountains. The actual landing was somewhat awkward, since the ground was hardly large enough to allow of a good run.

Under British Flag
The flight started originally from Croydon, and the machine, which was registered at the Air Ministry in London, flew under the British flag. "Scotland Yard were very suspicious about us," laughed Mr. Scholter. "They thought we were engaged on some political game, and it took some time before they could be finally persuaded that we were not."

"As a matter of fact," he said, "Mr. Van Lear Black is doing this trip for pleasure—just to see the world. He prefers it to going around in his yacht, for a change."

There was no political significance in the flight. Mr. Van Lear Black was a millionaire, who had interests in coal mines in America, and was the owner of the Baltimore Sun, a daily newspaper. He was in no way connected with the Fokker Company, nor with any aviation concern. In fact, he had bought the machine outright—and paid a little more as a penalty for being a millionaire.

His aim was not to organise a new air service to the Far East, run by Dutch or American capital, and he had no commercial designs in regard to the K.L.M. (Royal Dutch Air Line).

Mr. Scholter admitted that on his first flight from London to Cairo, he used a machine of the K.L.M. Line, but that was solely because Great Britain did not possess a single plane, carrying more than four passengers, suitable for the purpose. On that occasion they used Shell oil and Wakenfield's Castrol oil, but in the machine used on the present flight they were using Standard oil, mainly because it was more suitable for the engines.

Dutch Built
The body was Dutch-built, the triple engines were American, and the spare parts were British. The entire machine was composed of the very best components.

Mr. Van Lear Black, who was over 60 and had sailed from active finance, made his first flight (to Cairo) by pure accident, since he had an urgent business appointment in Cairo. He liked the experience so much that he took up flying as a hobby. Three years ago he had bought a small plane and had been flying it ever since.

AIRMEN IN CYCLE CRASH

EARLY MORNING COLLISION IN
KOWLOON

A JOY RIDE?

POLICE OFFICER AMONG THE
VICTIMS

A serious motor accident, in which five airmen, a rikisha coolie, and a Police sergeant, were involved, took place in Nathan Road, at two o'clock this morning, just outside houses No. 585-587, Orient Buildings, opposite the Orient Tobacco Manufactory.

The five airmen, all of whom are attached to the Kai Tak Aerodrome at Kowloon City, were riding on a Harley Davidson model combination, when they came into collision with the rikisha, which had as a passenger Sergeant L. Boffan of the Police Training School, a little way past Dundas Street.

Three airmen received serious skin abrasions, namely:—
Leading Seaman Stretton.
Corporal Cox,
Leading Aircraftman Taylor
and Corporal Parsons were not so badly hurt.

The police officer, who was thrown out of the rikisha, received a scalp wound and abrasions to his right hand, which will cause him to be treated at the Kowloon Hospital daily.

The rikisha coolie was hurt the worst, for he got a bad blow in the back and abrasion to the hip, and had to be taken to hospital in an ambulance. The other injured persons were removed to hospital in a taxi.

Shortly after the impact, Sergeant Boffan, who was hurt, reported the accident at the Mongkok Police Station. As a result, Sergeant Browne arrived on the scene, where parts of the motor cycle were strewn on the road, while the right wheel spokes of the rikisha were in splinters.

Three of the injured men were lying on the road and two on the pavement.

A little past two o'clock, Chief Inspector Aris and Traffic Sergeant Clark attended to the removal of the men to the Kowloon Hospital.

The motor cycle, which had turned turtle, was rendered useless, and had to be pushed to the Kowloon Motor Bus Co's garage, where it was parked for the remainder of the night.

A Report To Police

In a report of the accident to the Police Leading Aircraftman Taylor, stated:

"The machine was being driven along Nathan Road from South to North, and when near Dundas Street, the driver (Tower) saw a rikisha going in the same direction. It appeared to witness that there was going to be a collision. The driver of the machine swerved to the right in order to avoid the rikisha but the side car wheel struck the off wheel of the rikisha, causing both vehicles to overturn."

On enquiry at the Kowloon Hospital this morning, a *China Mail* reporter learned that Stretton, Cox and Tower are suffering from severe abrasions of the face, arms, knees, and legs, while the coolie, whose name is Cheung Lin, has a severe injury to his back.

Their detention at the hospital will, it is hoped, not be of long duration.

The other two airmen, Taylor and Parsons, had their injuries dressed at the hospital, but were not detained.

Other Accidents

Mr. L. Jack, employed by the Standard Oil Company of New York, in a report made to the Yau-mat traffic office, said that he was driving in a car along the Cheung-sha-wan Road from south to north yesterday when a Chinese suddenly appeared from behind another motor car, and was knocked down.

The victim received bruises to his hands and legs, and was treated at the Kowloon Hospital.

GREAT LOSS TO NATION

THE PASSING OF LORD
BALFOUR

POWER V. CHARM

HAS NOT LEFT A SINGLE
ENEMY

Rugby, Yesterday.

H.M. The King has addressed the following telegram to Mr. Gerald Balfour, brother of Lord Balfour: "The death of Lord Balfour will evoke throughout the Empire and many other parts of the world feelings of deep sorrow, which the Queen and I fully share. It is a National loss of a great statesman—the last of Queen Victoria's Ministers. I shall treasure his memory as a lifelong friend, a great and charming personality, and a wise and trusted Counsellor."

Both Houses of Parliament adjourned to-day as a mark of esteem for Lord Balfour's memory, no business being done. In the House of Commons the Premier said, "I am sure the whole House will grieve to know that Lord Balfour died this morning, and I feel perfectly certain that the House would wish to pay its respect to himself and to do homage to his memory by adjourning at once." He moved the adjournment adding that tomorrow he would take steps so that expression might be given to the tributes that all sides of the House would like to pay.

The Conservative leader, Mr. Stanley Baldwin, said he was convinced that the Premier had moved a resolution which would be in accord with the sympathy and sentiments of the whole House.

Sir Herbert Samuel for the Liberals associated himself with the motion, which was carried, and the House adjourned by rising.

Varied Tributes

Tributes to the deceased Conservative statesman from leading men of all parties are published in the Press. Among Conservatives, Sir Austen Chamberlain declares that in Lord Balfour the Nation has lost the finest mind that has been given to politics in our generation.

Mr. Winston Churchill says that Lord Balfour was the greatest member of the House of Commons since Gladstone. The earlier part of his political work was intermingled with party controversy but his principal actions were national and gained the common gratitude of all.

Liberal and Labour members speak of Lord Balfour's charming personality, which endeared him even to his bitter opponents.

Mr. J. R. Clynes, Home Secretary, says, "I do not think Lord Balfour has left a single enemy. He had the restraint of a philosopher's mind and, though subtle, was sincere in a higher degree than other men. He combined power with charm and had an agility of mind rarely surpassed in the House of Commons." Messages have been received from a number of foreign Governments conveying their condolences.

Grief in Jerusalem

From Jerusalem it is stated that the grief over Lord Balfour's death is perhaps nowhere more widespread and genuine than in Palestine among the Jews for whom the memory of the British statesman who signed his name to the British War Cabinet's Declaration favouring a Jewish national home will for ever remain green, no matter how practical the aspects of Zionism work out. The Jewish Agency and the Jewish National Council met to find a suitable form in which to express the sense of loss of the Jewish people.

Lord Balfour will be buried on his estate at Whittingham, in Scotland, on Saturday, when a memorial service will also be held in Westminster Abbey. There now remain only two ex-Premiers, Mr. Lloyd George and Mr. Baldwin—British Wireless Service.

Shui, "Told of the Kam Toi Cafe, Nathan Road, stepped into the way of the bus and fell to the ground."

He was hurriedly removed to the Kowloon Hospital, where it was found that he was suffering from internal injuries, which necessitated his detention for observation. His condition is not serious.

FORMIDABLE TYPE OF SUBMARINE

INVISIBLE TORPEDO, 4 6-INCH
GUNS & SPEED OF 22 KNOTS

ONLY ON PAPER

Berlin, Yesterday.
Professor Oswald Flamm, of Berlin Technical High School, has designed a new type of submarine, claimed to have superior speed and power to anything existing. Its chief weapon is an invisible torpedo, not showing a wake. As Germany is not permitted to build submarines, and the Professor is unable to finance even the construction of a model of the vessel, it is likely to remain on paper unless a foreign power becomes interested.

Professor Flamm says that the new type will be able to carry four six-inch guns compared with one gun, as in the British Oberon Class, but it will only need six torpedo tubes. Furthermore, the vessel will be armoured and have a speed-surface of 22 knots compared with 15 knots of the unarmoured Oberon Class.—Reuter.

FINE TO CLOUDY

To-day's weather report from the Royal Observatory states: These are probably two anticyclones, one central over Manchuria and one over N. China.

The Formosa depression is now central to the east of Naha, moving E.N.E.

Forecast:—N. E. winds; moderate; fine to cloudy.

The American Consulate-General has received the following telegram from the Manila Observatory:—

To-day, 11 a.m.—Cyclone or typhoon E. of Naha, moving N.E.

Rainfall

Rainfall to 10 a.m. to-day, nil. Rainfall since January 1, 7.19 inches against an average of 4.82 inches.

Temperature and Humidity
The temperature and humidity at certain specified centres this morning at 6 o'clock were:

| | Temp. | Humid. |
|---------------|-------|--------|
| Hong Kong | 61 | 54 |
| Macao | 61 | 59 |
| Pratas Island | 61 | 98 |
| Manila | 75 | 96 |
| Amoy | 62 | 98 |
| Swatow | 53 | 94 |
| Chefoo | 42 | 66 |
| Shanghai | 41 | 97 |

FIRST LADY BROKER GOES TO JAIL

THREE YEARS FOR MISS McCANN,
OF WALL STREET

\$500,000 FAILURE

New York, Yesterday.
Miss Margaret McCann, the first woman broker in Wall Street, convicted of grand larceny in connection with the failure of her firm last autumn, with liabilities of nearly \$500,000, has been sentenced to imprisonment of not more than three years in accordance with American usage.—Reuter's American Service.

GANDHI'S TAUNT TO THE GOVERNMENT

"I WOULD LIKE TO SEE THEM
SNATCH SALT FROM ME"

"FIGHT TO THE LAST"

Bombay, Yesterday.
Mahatma Gandhi addressed public meetings at Rana, where a prohibitory order has not been enforced against him. Gandhi, in the course of his speech said that as a reply to the arrest of Vallabhbhai Patel, Rana, should send 500 volunteers to participate in a campaign. He warned the volunteers that they would have to fight to the last and would not be treated mercifully if arrested and sentenced.

Gandhi added that he had been told that if he manufactured salt it would be snatched from him. He said he would like to see how the Government could snatch salt from his hand, weak though he was. Gandhi has so far received over 100 resignations from officials in 22 villages in the Kaira district.—Reuter.

PREPARATIONS FOR WAR

WAR MATERIALS FROM
FOREIGN FIRM

SITUATION CRITICAL

CHRISTIAN GENERAL ASSUMES
NEW POST

Peking, Yesterday.

Further reports indicate that the military conference at Tanyuan on March 13 reached the following decisions:

That the Shansi and Shensi military leaders are to issue a joint circular telegram, requesting Yen to delay his trip abroad.

That preparations be made for the coming war.

That subscriptions be raised for military expenses.

That food-stuffs be collected by means of requisitioning.

That politicians be sent out for propaganda purposes.

That doubtful troops be bought over for primary sacrifices.

That Shansi and Shensi (Kuomintang) forces are to move simultaneously, with the main body to attack the Tsin-Pu and Ping-Han lines.

That Feng Yu-shiang who has accepted the post of Vice C.I.C. be urged to issue a telegram announcing his assumption of office.

That a large quantity of war materials be purchased from a foreign firm and that the Shansi Arsenal be instructed immediately to expedite its output of arms and ammunition.

Another cable intimates that an Allied General H.Q. have been organised at Tanyuan, with Yen and Feng to assume the posts of C.I.C. and Vice-C.I.C.

Kuomintang Re-Organised

Nanking, Yesterday.

According to General Ho Ching-yang, Feng Yu-shiang has reorganised the Kuomintang into five routes armies, after his arrival at Tungkuang Pass. Chang Wai-sai is to command the 1st Route Army, Sun Liang-cheng the 2nd Route Army, Peng Ping-shun the 3rd Route Army, Soong Chih-yuan the 4th Route Army, and Sun Lin-chung the 5th Route Army.

The levying of military expense and horses at Peking by Shansi troops is now disclosed. Yen has instructed the seizure of all coaches for troops transport to the South. War preparations of the Shansi forces have been completed. The movement of the Kuomintang has begun, Sun Liang-cheng being the C.I.C. of the Ping-Han line.

Change of Plans

Taught by bitter and costly experience that the principal reason of their defeat last year was their plan in placing the main body of their troops along Hsuehchang-Chengchow line, the Kuomintang are said to change their strategy this time by dispatching four divisions from Chingtzekuan Pass on the border of Honan-Hupeh to threaten Hsiangyang and Fancheng, with Hankow as their objective. Hence the situation at Hsiangyang and Fancheng is growing critical. General Ho Ching-chun has decided to transfer the four divisions under General Fan Shih-san, Hsu Yuan-cheun, Li Wen-hin, and Su Chih-to, together with a squadron of planes to strengthen the defence at the above points, and, if necessary, further reinforcements will be despatched by General Ho Chien from Hunan.

Kuomintang Advance

A portion of the Kuomintang forces are reported to have arrived at Yenshih, not far from Chengchow. General Han Fu-kui has wired to Wen Hsun-tsoi to prevent the Kuomintang forces from further advancing adding that a peaceful unification of the country is now expected and that there is no reason why the Kuomintang should be moving eastward. General Han hopes that they will withdraw to their own territory in order to avoid misunderstanding.—Canton News Agency.

Two firemen were injured in a fire which severely damaged the Royal Sussex Assembly Rooms on the Pantiles, Tunbridge Wells, Kent.

An acre of rhubarb was destroyed in a field fire at Abingdon, the Great West Road, the Isleworth (Middlesex) fire brigade and other helpers battling the flames in the absence of water.

LEGAL DEFINITION OF CONSPIRACY

CHIEF JUSTICE DISAGREES WITH
CROWN ATTORNEY

PIRACY SEQUEL

NO CASE AGAINST SECOND
PRISONER

There was an unexpected development this morning at the Supreme Court in the case against the two Chinese charged with obtaining a ransom for the liberation of a Chinese who was captured by pirates during the attack on the s.s. Deli Maru.

After the case for the prosecution had closed, the Chief Justice, Sir Henry Gollan, said that the Crown had produced no evidence against the second prisoner. And as far as the first prisoner was concerned, his Lordship said that the Crown had also failed to produce evidence to substantiate the first two counts under which the man was charged.

The two counts in question were one of conspiracy with persons unknown in order to procure a ransom for the liberation of the kidnapped man, and also with obtaining a ransom of \$11,000 for his liberation.

No Agreement Proved

His Lordship held that no agreement had been proved by the Crown to be in existence between the first prisoner and the pirate. Also there was no evidence to show that both of the parties in the conspiracy were within the jurisdiction of Hong Kong.

Mr. H. Somerset Fitzroy, Assistant Crown Attorney, contended that if one party was in Hong Kong, it would be sufficient for the case. As to an agreement being in existence, he relied on the evidence of the witnesses who said that the first prisoner had represented himself to be a "representative of the men in the hills."

His Lordship said that would not be sufficient. "Unless the other party was also in Hong Kong, a letter, or other evidence must be produced to show that the one in Hong Kong had been communicating with the one outside. Such evidence would then be equivalent to bringing that party within the jurisdiction."

Direction to Jury

His Lordship then struck out the first two charges against the first prisoner, and directed the jury to return a verdict of "Not Guilty" against the second charged. The man was accordingly discharged.

The two accused in question—Lo Ming and Chan Chung-nam, were represented by Mr. Leo d'Almeida, jun., instructed by Messrs. Geo. K. Hall, Bruckton & Co.

Further evidence adduced against them this morning was given by Sgt. Foley who said that he raised the third floor of No. 222 Reclamation Street, Yau-mat, on January 14. At the rear cubicle he saw the No. 1 prisoner, and during the raid a Chinese constable later brought in the No. 2 man. He was then taken back to the Police Station and when searched the sum of \$900 was unearthed from each of his socks.

Insp. Fallon said that he was also present at the raid. In one of the pillows belonging to the first prisoner he found \$5,000 and in another \$1,000.

Follow the Whole Day

A Chinese constable, then spoke of following the first prisoner about the whole day before the raid. He saw the man coming out of his boarding house, and there he followed him to the house at Reclamation Street. After waiting for over an hour, the man came out again and, in the company of another man, made his way back to Hong Kong. Whilst on the ferry, the first accused asked his friend to lend him a handkerchief, and under cover of that, he passed a small bundle to the friend. A Chinese interpreter gave evidence as to the statement the two prisoners made when answering the charges preferred against them.

This closed the case for the Crown, and before calling upon the defence, his Lordship queried Mr. Fitzroy as to what the case was against the second prisoner.

Counsel said that the man was found in possession of \$1,800 for which he could not account. Furthermore, the money was the same that was paid over to the first prisoner.

His Lordship pointed out that the man was charged with receiving stolen money. He was charged with conspiracy in the crime, and unless evidence was produced to show that he had taken part in the transaction, he would be discharged.

His Lordship further questioned Counsel for the prosecution on the first two counts against the first prisoner and made the ruling as recorded above.

The Third Charge

The first prisoner was then held on the third charge—of threatening to do an injury to a third person if the ransom was not paid—and after Mr. d'Almeida had addressed the jury without calling any witnesses, a verdict of "Guilty" was returned by the jury after brief retirement.

(Continued on Page 13)

'Phone C. 22

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All replies under this heading must be called for.

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TO LET.—No. 5, Dragon Terrace, Causeway Bay, 1st, 2nd and 3rd floors. Each flat has three bedrooms, dining room, servants' quarters, kitchen, bath room, and water closets. Suitable for Europeans. Apply Clark & Lu, 10, Des Voeux Road C.

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A GODOWN at Whitfield Road containing about 2,500 sq. ft. next to Kwong Sang Hong Glass Factory. Please apply to Kwong Sang Hong, Ltd.

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FOR SALE.—Banjo. "Clifford Essex" G. Genuine Autographed Model. Unused. Original Nichols painting on vellum. Cost \$125. Sell \$90 or offer, with Case and Tutor. Apply Box No. 637, c/o "China Mail."

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YOUNG ENGLISHMAN, (employed) seeks other employment. Willing to accept any kind of Position. Excellent Refs. Salary no object. Please Reply Box No. 643, c/o "China Mail."

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NOTICES.

THE BANK OF CANTON, LTD.

NOTICE IS HEREBY GIVEN that the NINETEENTH ORDINARY ANNUAL GENERAL MEETING of Shareholders of the Company will be held at the Head Office, No. 6, Des Voeux Road Central, Hong Kong, on WEDNESDAY, the 26th March, 1930, at 2.30 p.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1929.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th March, 1930, to the 26th March, 1930 (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board,
LOOK POONG-SHAN,
Chief Manager.
Hong Kong, 10th March, 1930.

THE HONG KONG & WHAMPOA
DOCK CO., LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of SHAREHOLDERS will be held in the Office of the Company, 2, Queen's Building, Hong Kong, on MONDAY, 31st March, 1930, at Noon, for consideration of the Directors' Report and Statement of Accounts for the year ending 31st December, 1929.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 24th to the 31st March, 1930, both days inclusive.

By Order of the Board of Directors,
R. M. DYER,
Chief Manager.
Hong Kong, 18th March, 1930.



PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 24th day of March, 1930, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamsulpo, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

| No. of Sale | Boundary Measurements | Contents in Square Feet | Annual Rental | Typical Price |
|-------------------------|--|-------------------------|-----------------|---------------|
| Registry No. | Locality | N. E. S. W. | ft. ft. ft. ft. | \$ |
| 100/100/100/100 | At Shamsulpo, in the Colony of Hong Kong | | | |
| As per sale plan, 8,770 | | | | \$1,455 |

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions

THE Undersigned have received instructions to sell by Public Auction

ON
TUESDAY, March 25, 1930,
commencing at 10.30 a.m.
at the Lalehkok Installation of
the Standard Oil Company of
New York.

A Quantity of
STOREHOUSE MATERIAL
Comprising:—
Bolts and Nuts, Welding Outfit,
Expansion Joints, Packing, Key &
Wedge for Pipe Tongs, Iron Pipe
Vents, Generator with Switch-
board, Brass Pipe, etc.

Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.

Hong Kong, March 19, 1930.



REALISTIC

The realistic Method is at once a new way of writing the hair, from the ends toward the scalp, a new way—after shampooing and drying naturally.

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YAYOI BEAUTY PARLOUR
24, Wyndham Street.

NOTICES.

HONG KONG JOCKEY CLUB.

THE SECOND EXTRA RACE MEETING will be held (weather permitting) at Happy Valley, on SATURDAY, 22nd March, 1930, commencing at 2 p.m.

The first bell will be rung at 1.30 p.m.

MEMBERS' ENCLOSURE

Members are notified that they and their ladies must wear their badges prominently displayed.

No one without a badge will be admitted to the Members' Enclosure.

Badges admitting non-members to the Members' Enclosure and Club Rooms at \$5 for Gentlemen and \$2 for Ladies, are obtainable through the Secretary upon introduction by a member, such member to be responsible for payment of all chits, &c.

Badges admitting to Members' Enclosure will not be on sale at the Race Course.

Members can obtain, upon application to the Secretary, badges (limited to two) for the free admission to the Members' Enclosure of wives, lady relatives and friends. Names must be stated when applying.

On no pretext will children be permitted in either Enclosure during the Meeting.

PUBLIC ENCLOSURE

The price of admission to the Public Enclosure is \$1 for all persons including ladies, and is payable at the Gate.

Soldiers and Sailors in uniform are admitted half price.

Bookmakers, Tic Tac men, &c. will not be permitted to operate within the precincts of the Hong Kong Jockey Club during the Race Meeting.

By Order,
C. B. BROWN,
Secretary.
Hong Kong, 17th March, 1930.

THE HONG KONG FIRE
INSURANCE COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTY-FIRST ORDINARY GENERAL MEETING of Shareholders will be held at the Office of the Undersigned on WEDNESDAY, the 26th March, 1930, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for the year ended the 31st December, 1929.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 12th to the 26th March, 1930, both days inclusive.

JARDINE, MATHESON & CO., LTD.
General Managers.
THE HONG KONG FIRE INSURANCE CO., LTD.
Hong Kong, 5th March, 1930.

THE HONG KONG & SHANGHAI
HOTELS, LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of SHAREHOLDERS of The Hong Kong and Shanghai Hotels, Limited, will be held at the Registered Office of the Company (Exchange Building, Des Voeux Road Central, Hong Kong), on SATURDAY, the 5th day of April, 1930, at 11.30 a.m., for the purpose of receiving a Statement of Accounts and the Report of the Board of Directors for the year ended on the 31st December, 1929, and re-electing a Director and the Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from FRIDAY, the 28th March, 1930, until SATURDAY, the 5th April, 1930, both days inclusive.

By Order of the Board,
F. C. BARRY,
Secretary.
Hong Kong, 17th March, 1930.

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PARENTS HINDER
EDUCATIONSCHOOL MASTER'S CANDID
SPEECH

"WAH YAN" PRIZE DAY

That parents' fondness for Mah Jongg has more or less been the cause of neglecting their children's education was the complaint of Mr. Lim Hoy-lan, headmaster of the Wah Yan School.

Before Mrs. Tratman gave away the prizes, Mr. Tratman made a short speech thanking the Wah Yan authorities for the honour they had done his wife by asking her to give away the awards. He said he sympathized with the headmaster regarding the difficulty of home work—when he was at school he was constantly disturbed when in the midst of a Latin prose, not by people playing Mah Jongg but by the shrieks and yells of younger brothers and sisters!

After the prizes were given away the students gave a few musical items which were thoroughly enjoyed by all present.

Attendance
This is the tenth annual report on the Wah Yan College. During the year 1929 the highest number on roll was 827 (808 in 1928), and the average attendance was 770 (762 in 1928) or 93 per cent. The total number of meetings for the year was 371, that is, seven less than the previous year.

With very great regret I was forced to refuse admission to hundreds of boys both after the Chinese New Year holidays and after the Summer vacation. After admitting some of the boys who passed our entrance examination and for whom I could find accommodation, there was still a waiting list of more than five hundred.

The Staff
In 1929 there were fewer changes in the staff than in former years, and that was all to the good. Mr. Ng Sau-yan, a teacher with many years' experience behind him joined us in January; and at the end of the year Mr. Tong Lung-seung, one of our vernacular teachers, left us. After the annual examinations in December, Messrs. Pun Yau-pang and Wong Sei-lum were transferred to our Kowloon Branch. In the month of June our Director, Mr. Peter Tsui, went on a holiday to British North Borneo and the Malay Peninsula. When I returned to the Dutch East Indies in July, Mr. Lui Sun-ju acted as headmaster until the reopening of the college after the Summer vacation.

In future, I hope that only those who have decided to make teaching their profession will join our staff; because when the teachers are constantly changed, it is impossible for the principal to establish uniformity throughout the college. I wish to make the method of teaching the same in all the classes, so that the boys may suffer no inconvenience or loss of time when they are promoted from one class to another. This cannot be realised unless we have a permanent staff. As usual, I desire to take the opportunity offered by this occasion to thank all the members of the staff for their splendid co-operation and support. I wish in particular to thank Mr. Lui Sun-ju, Mr. W. A. Youngs, and Mr. Peter Dragon for their hard work. It was mainly due to their systematic teaching that our boys did so well at the local examinations.

Visits and Inspection
At the beginning of April Mr. A. O. Brown, Acting Inspector of English Schools, visited the college for the purpose of fixing the Rent Grant. On July 9 Dr. E. M. Minett, Medical Officer for Schools, made her first half-yearly inspection of the college premises and the Boarding Department. On October 17 and 18 Mr. A. R. Sutherland, Inspector of English Schools, visited us and spent two whole days examining every class for the purpose of making his annual report, from which I quote the following:—

"The school buildings are well lighted, airy, and kept in very good condition. The equipment is good, the staff adequate and the discipline excellent."
"During the inspection I visited each class, heard Reading Lessons, gave Dictation Tests, oral in the Lower Classes and written in the Upper. I also examined all book work. Dictation Tests were done very well, as was also the written work. Reading is good and has greatly improved since my last inspection, especially in the Upper Classes. Colloquial has also improved. I consider the school very efficient."

Boarding Department
At the earnest request of many parents and guardians of our boys, our Boarding Department, which is under the sole management of Mr. Wong Tsun-po, was enlarged at the beginning of the year. In the first half of 1929 we had 87 boarders; in the second half we had 92.

cial side" of school life. Every morning and evening they prepare their lessons under the personal supervision of the warden and other resident masters. Their health is looked after by our honorary house physician, Dr. Tang Yee-yuen, to whom our warmest thanks are due; and during the year there were very few cases of illness. In October they were all vaccinated by Messrs. Cheung Yan-shung and Chan Yee-shan, members of the St. John Ambulance Brigade.

Sports
Our fourth annual athletic meeting was held on May 8 at the South China Ground, Caroline Hill, by kind permission of the South China Athletic Association. The boys competed in no fewer than 29 events. Fung Kwok-wah again won the Senior Championship; and the Junior Championship was carried off by Fung Wing-piu.

Owing to the lack of a playing field our boys could not indulge in such outdoor games as football, cricket, and tennis; however, they made full use of the small playground at their disposal. To enable them to keep healthy and fit, I made them attend the compulsory drill and gymnastics classes which are in charge of Mr. A. J. Mauricio; and during the summer months we had launch picnics for bathing.

Boy Scouts
Our troop of Scouts, organised at the end of 1928 by Mr. E. Zimmermann, is doing very well. They are a self-supporting body. During the year 1929 they had outings almost every holiday, and they benefited greatly by their excursions. I hope more boys will be encouraged by their parents to join in the movement.

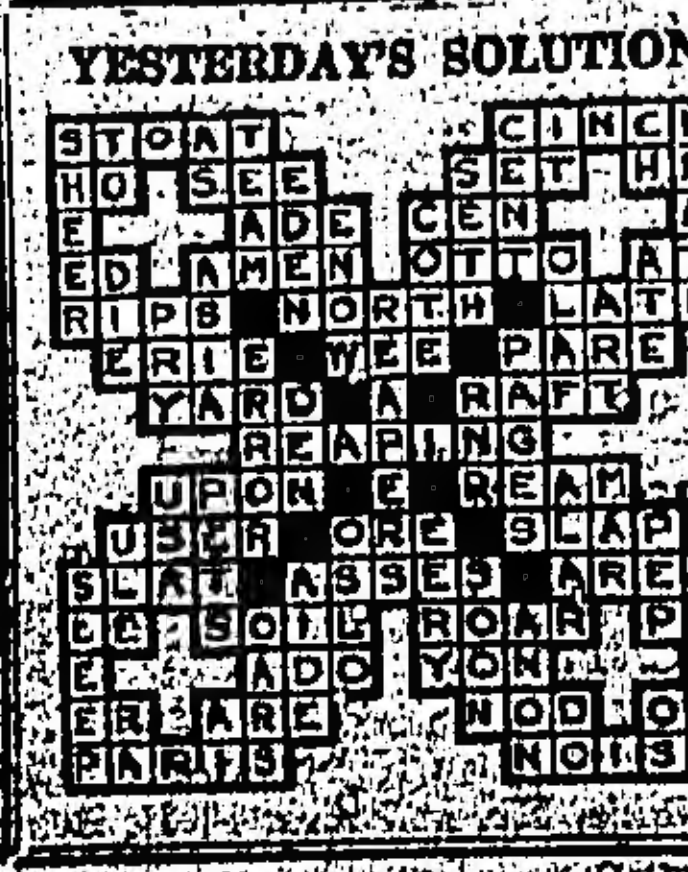
Examinations
Questions are often asked why boys who are taught by the same teachers do not always obtain the same results at the local examinations. The answer is that all boys are not the same intellectually, and some are more responsive than others to the efforts of their teachers. If parents want their boys to pass the local examinations, which are becoming more and more difficult every year, they should see to it that their homes are suitable places for their boys to study. If the boys are able to learn in the school only and spend the rest of the time at cinemas and such places, what then are the parents to expect? Most boys cannot study at home, even if they want to, for the simple reason that their parents play mahjong during the night, and very often for seven nights in the week. A boy must be able to study at home, if he is to achieve success; and while he is preparing for an examination, he should subordinate all his activities during the out-of-school hours to the attainment of his object. By this I do not mean that all legitimate pleasure should be ruled out. What I am asking is that parents and boys should co-operate with the teachers to obtain good results.

Of the boys who sat for the Matriculation and Senior Local Examination 11 passed the Matriculation, one with honours, and 6 were awarded the Senior Local certificates. Altogether they obtained four distinctions. Fung Kwok-wah, champion athlete of South China, was one of the successful candidates. These results were below expectations. Our consolation lay in the fact that three of our boys—Wong Siu-ming, To Chai-wo, and Young Yu-lam—qualified for the Hong Kong Government Studentships-in-training, although the last two preferred to study Civil Engineering and Commerce respectively in other parts of the world.

For the second time in its short history our college won the King Edward VII. Scholarship. The lucky recipient was our honours man, Wong Siu-ming, who also won the Hong Kong Government Educational Scholarship and was offered the Sir Paul Chater Memorial Scholarship. This was an achievement of which any boy might be justifiably proud. It is worthy of record that of the successful candidates 6 have joined the local University, making a total of 16 Wah Yan undergraduates; 2 have gone to pursue their studies; and 8 have joined Chinese Government Universities in North China.

66 boys sat for the Junior Local Examination and 25 passed, obtaining 26 distinctions amongst them.

Chinese Study
A few of our Matriculation and Senior Local boys failed in English; (Continued on Page 5.)



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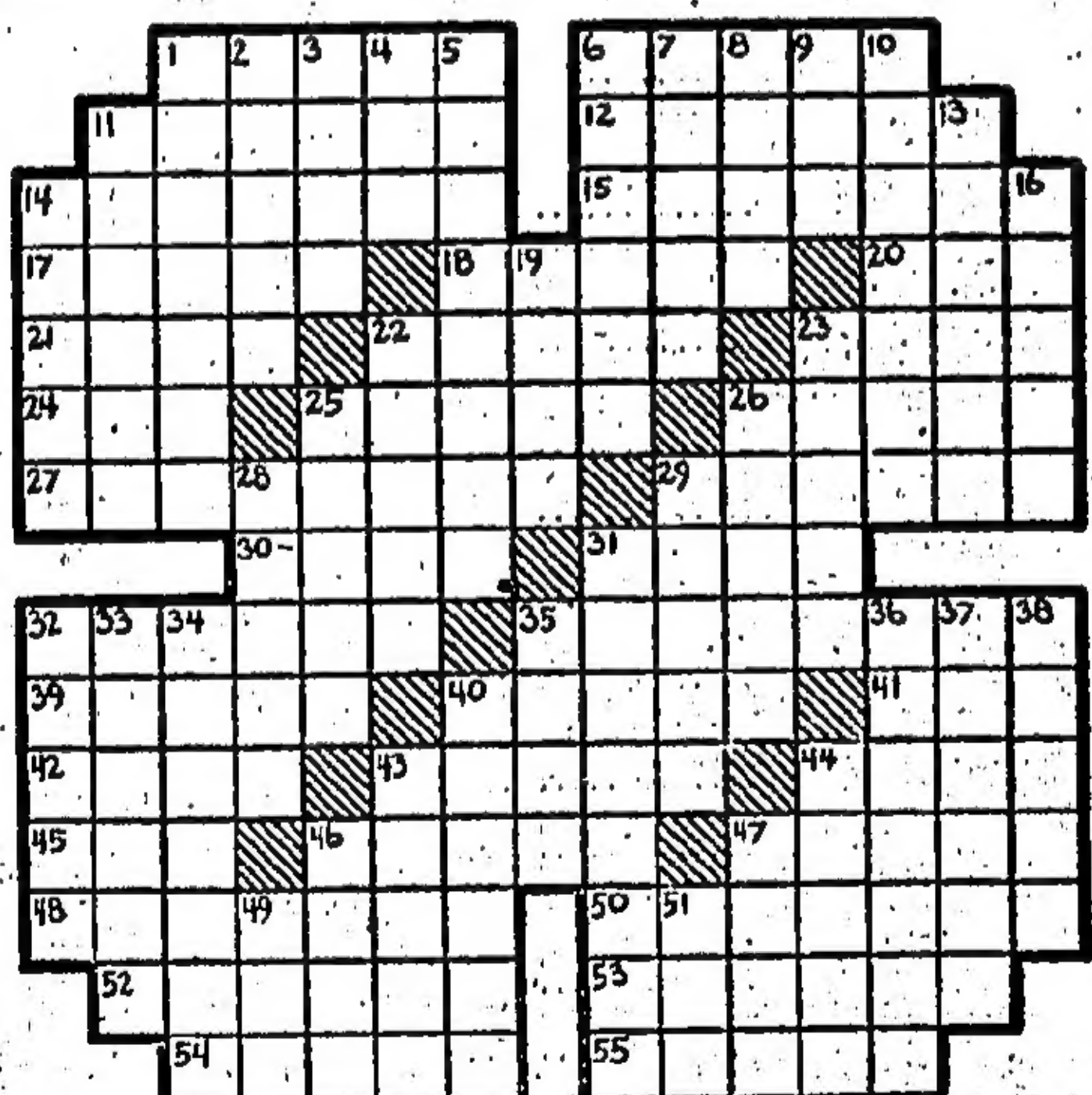
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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL

1-Vapors
6-Pardon
11-Term of holding
12-Rubber
14-One who commends
15-Pertaining to a vestry
17-Registers
18-Choose
20-1002 (Roman)
21-Book of the Bible
22-Loud abrupt sound
23-Seraped linen
24-Isaac's nickname
25-Incurred expense
26-One who detects
27-Master of the Tyrol
29-Fall back
30-Command
31-Portion of medicine
32-Sewing-machine attachment
33-Capital of Belgium
34-A compound ether
40-Slop
41-Be situated
42-Confession
43-Cover with continually

HORIZONTAL (Cont.)

44-Inlet
45-Parade ostentatiously
46-Eastern country
47-Frank
48-Separate
49-Those who read
50-Summon back
51-Buries
54-Cheats
55-Girdles (Class. Antiq.)

VERTICAL (Cont.)

14-Brail
16-Metric measure of capacity
18-Singapore
20-Pointed weapon
22-Net fabrics
23-More artfully combined
24-German republic
26-Frequently
28-Str
31-Theatrical
32-Greek letter (pl.)
33-Father
34-Subdued by famine
35-Legume
36-Runaways
37-Glandular organs
38-Prophecy
40-Discontinue
44-Slate-like rock
45-Sign of omission in writing
46-Game of chance
47-Savage animal (pl.)
48-Former coin of European countries
51-Point of compass (abbr.)

(The solution of the above cross-word puzzle will appear in tomorrow's issue along with a new cross-word puzzle.)



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|----------------------------|----------------------------|------------------------------|
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| M.V. "ROMOLO" | Apr. 10 | |
| * S.S. "FIUME" | Mar. 26 | Apr. 26 |
| S.S. "VENEZIA" | Apr. 2 | May 11 |

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|--|----------------------------|---------------------------------|
| SAN FRANCISCO via Shanghai, Japan Ports & Honolulu. | TENYO MARU | Wednesday, 2nd April. |
| * CHICHIBU MARU | Friday, 4th April. | * Maiden Voyage from Yokohama. |
| TATSUTA MARU | Monday, 14th April. | |
| SEATTLE, VICTORIA via Shanghai & Japan Ports. | MISHIMA MARU | Friday, 4th April. |
| SIBERIA MARU | Saturday, 19th April. | |
| LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez. | KAMO MARU | Saturday, 22nd March. |
| KATORI MARU | Saturday, 5th April. | |
| SYDNEY & MELBOURNE via Manila & Ports. | TANGO MARU | Wednesday, 26th March. |
| AKI MARU | Wednesday, 23rd April. | |
| MANILA | TENYO MARU | Wednesday, 26th March at 4 p.m. |
| BOMBAY via Singapore, Penang, & Colombo. | TOTORI MARU | Thursday, 27th March. |
| SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama. | GINYO MARU | Saturday, 5th April. |
| SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports. | KANAGAWA MARU | Saturday, 5th April. |
| NEW YORK, BOSTON via Panama. | KAKO MARU | Friday, 28th March. |
| TOBA MARU | Thursday, 3rd April. | |
| LISBON MARU | Wednesday, 16th April. | |
| LIVERPOOL via Port Said, Constantinople, Genoa. | LIMA MARU | Monday, 14th April. |
| CALCUTTA via Singapore, Penang & Rangoon. | AKITA MARU | Tuesday, 29th March. |
| SHANGHAI, KOBE & YOKOHAMA. | AKI MARU (Nagasaki direct) | Friday, 21st March. |
| BENGAL MARU | Saturday, 22nd March. | |
| HAKONE MARU | Monday, 31st March. | |

For further information apply to:—NIPPON YUSEN KAISHA.
Tel. Central No. 202, 3821 and 3897. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

| | | |
|--|------------------------------|--|
| LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore Colombo, Suez and Port Said. | AMAZON MARU | Thursday, 20th March. |
| ALASKA MARU | Monday, 21st April. | |
| RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town. | LAPLATA MARU | Friday, 21st March. |
| BUENOS AIRES MARU | Friday, 26th April. | |
| BOMBAY—Via Singapore & Colombo. | MEIKEN MARU | Saturday, 22nd March. |
| SHUNKO MARU | Thursday, 3rd April. | |
| DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZI- BAR & MOMBASA—Via Singapore & Colombo. | CANADA MARU | Monday, 31st March. |
| CALCUTTA—Via Singapore, Penang & Rangoon. | TACOMA MARU | Friday, 4th April. |
| VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from Shanghai. | ARIZONA MARU (from Shanghai) | Tuesday, 16th April. |
| MELBOURNE—Via Manila, Brisbane & Sydney. | MADRAS MARU | Monday, 7th April. |
| HAIPHONG—Via Hobei & Peking. | NEW YORK | Via Japan ports, San Francisco & Panama. |
| HAVRE MARU | Friday, 4th April. | |
| JAPAN PORTS. | SEATTLE MARU | Saturday, 22nd March. |
| INDUS MARU (Via Amoy) | Thursday, 27th March. | |
| KEELUNG—Via Swatow & Amoy. | HOZAN MARU | Sunday, 23rd March, Noon. |
| CANTON MARU | Sunday, 30th March, Noon. | |
| TAKAO—Via SWATOW & AMOY. | DELI MARU | Thursday, 27th March, 10 a.m. |
| TAKAO & KEELUNG. | BATAVIA MARU | Thursday, 10th April. |

For further particulars please apply to:—OSAKA SHOSEN KAISHA.
Tel. Central No. 4088, 4089, 4090. M. TAKEUCHI, Manager.

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SHIPPING SECTION.

COASTAL SHIPPING

Latest Changes in Personnel

Captain R. H. Fairley, of the
Chinkiang, has gone master,
Chengtu.

Captain J. D. Whyte, of the
Chengtu, is on reserve.

Captain J. S. G. Brown, of the
Woosung, has gone master,
Ngankin.

Captain J. Legge, from reserve
has gone master, Woosung.

Captain J. H. Hodgkiss, of the
Ngankin, is on reserve.

Mr. J. W. Jenkins, chief officer,
Suiyang, has gone master Yunnan.

Mr. T. P. Beatty, chief officer,
Talyuan, has gone chief officer,
Tsinan.

Mr. T. E. Rees, second officer,
Suiyang, has gone acting chief
officer, Kueichow.

Mr. A. E. F. Smith has been ap-
pointed second officer, Suiyang.

Mr. E. G. Benson, chief officer,
Kueichow, is on Home leave.

Mr. J. Kelly, second officer,
Ningpo, has gone second officer,
Taming.

Captain A. Sinclair, from Home
leave, has gone master, Mingsang.

Captain N. Cook, of the Ming-
sang, is on reserve.

Mr. J. D. Hall, third officer,
Tingsang, is on reserve.

Captain A. V. Harcourt, of the
Shu Kwang, is on reserve.

Mr. T. A. Lupton, chief officer,
Fu Kwong, has gone master, Shu
Kwang.

Mr. G. R. Wensley, third engineer
officer, Tean, is on reserve.

Mr. L. Mansing, from reserve, has
gone third engineer officer, Tean.

Mr. E. J. Grainger, second
engineer officer, Chaksang, is on
reserve.

PASSENGER LISTS

DEPARTURES

Per s.s. Aeneas on March 18:—

Miss M. M. Aveyard, R. H. Ball,
Mr. and Mrs. E. S. Barracough,
Miss Z. F. Barracough, J. F. Can-
nan, Mrs. M. F. Cannan, Miss F. A.
Cannan, Master J. M. Cannan, Mrs.
A. A. Curtis, Miss B. C. Curtis,

Master J. A. Curtis, Master A. J.
Curtis, V. C. Dixon, Mrs. A. F.
Dixon, Master A. A. Dixon, Miss
G. J. Donnelly, L. E. Fisher, Mrs.
M. D. Fisher, Miss B. A. Fisher,
Master R. M. Fisher, R. R. Hall,
F. H. Hegerty, Mrs. N. Hegerty,
Master K. Hegerty, T. G. Kiff, Mrs.
C. E. Kiff, Mrs. A. G. Lysons, Rt.
Rev. Bishop F. L. Norris, Miss A. S.
Parsons, R. B. Roach, Mrs. E. M.
Roach, Master R. J. B. Roach, Miss
H. M. Roach, Miss F. Ratcliff, Mr.
and Mrs. I. C. Ross, Mr. and Mrs.
H. J. Ridgwell, Mrs. J. H. Wright,
Mrs. A. Sinnott, Mrs. C. E.
Tarasoff, C. Zommeroff, D. E.
Clark, Mr. and Mrs. Strickland,
Master J. Strickland, J. Johnston,
Mr. and Mrs. C. L. Farmer, Mrs.
E. V. Keogh, Miss J. Keogh, Miss
P. M. Keogh, Mr. and Mrs. S. M.
Thomson and infant, Master S. F.
Thomson, the Bishop of Victoria
and Mrs. Duppuy, J. Williamson,
Mrs. Coppin, W. L. Patienden, D.
Fraser, O. Waldman, A. S. Stokes.

Per Empress of Canada on March
19:—

Mrs. E. W. Andrews, Mr. B.
Antua, Mrs. Chuadlapde Artieda,
Mr. and Mrs. E. L. Arnold, Mr. and
Mrs. H. C. Amos, Mr. B. D. F. Beith
and family, Mr. Boothby, Mr. and
Mrs. H. A. Burgess, Mr. M. Bolton,
Mr. P. C. Bann, Miss Doris Bennett,
Mrs. J. Boyes, Mr. J. Bullock, Mr.
Henry B. Bradley, Mr. P. W. Black-
well, Mr. J. A. Black, Mr. and Mrs.
Geo. Beeching, Miss Alice S. Coffin,
Mr. and Mrs. A. J. Chisholme, Mr.
and Mrs. S. W. Childs, Lady Chater,
Mr. and Mrs. W. L. Le Count, Dr.
Chadwick, Mr. and Mrs. F. Crew,
Mrs. Courtney Chitney, Master
Courtney Chitney, Miss M. M.
Church, Mr. and Mrs. T. H. Diehl,
Mrs. E. Davidson, Mr. and Mrs. H.
E. Daniels, Miss D. M. Dodds, Mr.
M. H. Dodge, Mr. and Mrs. Douglas,
Miss C. Elzalde, Mr. and Mrs.
Elzalde, Mrs. M. van Elster, Mr.
W. Eckert, Mr. and Mrs. C. A. Find-
lay, Mr. Fenton, Mr. J. H.
Green, Major R. E. Goddard, Mr.
A. P. Gallant, Mr. A. G. Hills, Mr.
H. Hampton, Mr. Fran R. Haase,
Mrs. G. H. Heyward, Mr. W. J.
Hawker, Mr. J. B. Hawker, Lt. A.
J. Harvey, Mr. R. K. Hapburn, Mr.
A. H. E. Hallway, Mrs. D. Johnson,
Mrs. K. Kidney, Miss C. Kane, Mrs.
J. Knox, Master G. Knox, Miss
Anna Lent, Mrs. E. Morrison, Miss
L. Morrison, Mr. C. M. Meager, Mr.
and Mrs. R. F. Marpole, Mr. and
Mrs. L. J. McIntyre, Mrs. Marques,
Mr. and Mrs. F. R. Marsh, Mr. and
Mrs. H. Marsden, Mr. and Mrs. G.
McMurdo, Mr. J. F. Marqule, Mr.
and Mrs. E. Nadler, Mr. T. T.
Norris, Mr. A. Nislin, Mr. and Mrs.
F. C. Peterson, Mr. R. F. Pirard,
Rev. and Mrs. W. A. Pruet, Mr.
and Mrs. F. W. Parker, Mr. F. L.
Robbins, Mr. and Mrs. T. H. Robin-

THE TAI SHAN

First Visit to Hong Kong

The m.v. Tai Shan, paid her first
visit to Hong Kong yesterday, arriv-
ing from Manila at 4.30 p.m.

She is one of the five new ships
on the New York-Oriental run, via
Panama, Japan, Shanghai, Hong
Kong and Manila. Built in 1929
at Kiel, the Tai Shan is owned by
Wilhelmshaven. She has a gross
tonnage of 6,700, and a net tonnage
of 4,057. The crew consists of 42
Europeans, and Captain Christien-
sen is in command.

The measurements of the ship
are length 460 feet, beam 60.4 feet,
and depth 42.9 feet. Messrs.
Dodwell and Company are the local
agents.

The Tai Shan brought 50 tons of
general cargo to Hong Kong and
has 6,324 tons for other ports. She
leaves for Shanghai at 5 p.m. to-
day.

ON THE COLUMBUS

Impressions of Giant Liner

A FLOATING PALACE

By courtesy of Messrs. Melchers
& Co., local agents for the Nord-
deutscher Lloyd line, a China Mail
representative was privileged to
go over the giant ship Columbus,
which arrived here yesterday with
several hundred tourists, principally
Americans, aboard.

The ship has been specially
chartered by Messrs. Raymond-
Whitcomb for a round-the-world
cruise, and her arrival excited con-
siderable interest, as she is the
largest ship to visit Hong Kong.
Her gross tonnage is 32,354, and
net 16,289, and her length 749 feet.
This compares with the Belgenland's
27,132, 15,352, and 62 feet, res-
pectively.

The Columbus, when on the
Atlantic run, carries first, second,
tourist, and third class passengers,
in accordance with what is now
practically standard practice on the
Western Ocean. For the purpose
of tourist trips she is, of course,
specially fitted out.

Quiet Comfort

One can quite justifiably describe
the ship as a "floating palace." The
magnificent dining room will ac-
commodate 450 persons, and another
special feature is a room especially
for the "kiddies," the walls being
gaily decorated with pictures of
nursery stories.

For the athletically inclined
amongst the passengers there is a
well-equipped gymnasium, and a
large open-air swimming bath,
whilst a stroll round the promenade
deck once or twice before breakfast
is as much exercise as most people
require in a tropical climate.

The ship has also its own Photo
studio, where pictures can be
developed. A newspaper is publish-
(and written) aboard ship.

As regards the accommodation,
which is designed more with a view
to quiet comfort than gaudy ele-
gance, there are several three-room
suites, which, like the ordinary
cabins, are fitted out with every
modern convenience. The second
and third class quarters are also
fitted out on most up-to-date lines.

Up-to-date Methods

The China Mail man was also al-
lowed to inspect the ship's bakery,
kitchens, and laundry, and was
then conducted to the bridge,
where, amongst other things, a
complete telephonic installation
caught his eye. It was explained
that, in a ship of this size, it was
essential that telephones from the
bridge be installed to ensure quick-
ness and smoothness of working.

The Columbus is under the com-
mand of Captain A. Ahrens, who is
no stranger to the port. She is of
exceptionally broad beam, and
should be a most comfortable sea-
boat. She will leave early on
Saturday for Chinwangtao.

WARSHIPS IN PORT

British warships in port this morn-
ing were:—
In Basin of R.N. Dockyard:
Tamar, Bridgewater, Sandwich,
Iroquois Herald.
North Arm: Kent.
West Wall: Suffolk.
In Dock: Moth.
No. 7 Buoy: Serapis.
No. 12 Buoy: Sepoy.
Foreign men-o-war in port were:—
French Gunboat Vigilante.
Chinese Gunboat Kien Yu.

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Reuter.

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pore for this port on March 17,
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22, p.m.

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croft, Mrs. K. Shaw, Mr. M.
W. Stonack, Mr. P. H. Suckling,
Mrs. S. A. Seth, Mr. W. T. Stanton,
Mr. A. Spindler, Mr. R. Stewart
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S. M. A. Smith, Miss J. Stoddart,
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Simpson, Mr. A. E. Thoreux, Mr.
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MARCH

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S.S. "TAI MING"

[649 tons—Capt. G. J. Spink.]

MARCH

SUN. 23rd FRI. 28th

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| MALWA | 10,980 | 12th Apr. | Bombay, Marseilles & London. |
| RAJPUTANA | 16,668 | 26th Apr. | Bombay, Marseilles & London. |
| *BELTANA | — | 3rd May | Marseilles & London. |
| KASHGAR | 9,005 | 10th May | Marseilles, London, Hull, Rotterdam & Antwerp. |

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| TILAWA | 10,000 | 20th Mar. | Singapore, Penang & Calcutta. |
|---------|--------|-----------|-------------------------------|
| TALAMBA | 8,018 | 30th Mar. | Singapore, Penang & Calcutta. |
| *TAKADA | 9,449 | 1st Apr. | Singapore, Penang & Calcutta. |
| *TALMA | 10,000 | 10th Apr. | Singapore, Penang & Calcutta. |

* Calls Rangoon.

B.I. Apcar Line steamers have excellent accommodation for 1st
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| *ST. ALBANS | 4,500 | 1930 | Manila, Sandakan, Thursday Island, |
|-------------|-------|----------|------------------------------------|
| NELLORE | 6,855 | 4th Apr. | Townsville, Brisbane, Sydney & |
| TANDA | 6,956 | 2nd May | Melbourne. |

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The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

| *NAGPORE | 5,283 | 1930 | Shanghai, Moji, Kobe & Yokohama. |
|-----------|--------|-----------|-------------------------------------|
| TALMA | 10,000 | 20th Mar. | Amoy, Shanghai, Moji, Kobe & Osaka. |
| *MIRZAPUR | 6,715 | 25th Mar. | Shanghai, Moji & Kobe. |
| RAJPUTANA | 16,668 | 28th Mar. | Shanghai, Kobe & Yokohama. |
| SHIRALA | 7,841 | 5th Apr. | Amoy, Shanghai, Moji, Kobe & Osaka. |
| *BELTANA | — | 6th Apr. | Shanghai, Moji, Kobe & Yokohama. |
| *KHYBER | 9,114 | 6th Apr. | Shanghai, Moji, Kobe & Yokohama. |
| TAKIWA | 7,936 | 6th Apr. | Amoy, Moji, Kobe & Osaka. |
| NELLORE | 6,853 | 8th Apr. | Moji, Kobe, Osaka & Yokohama. |
| KASHGAR | 9,005 | 11th Apr. | Shanghai, Moji, Kobe & Yokohama. |
| MANUWA | 10,946 | 25th Apr. | Shanghai, Moji, Kobe & Yokohama. |
| TILAWA | 10,000 | 28th Apr. | Amoy, Moji, Kobe & Osaka. |
| *LAHORE | 6,304 | 5th May | Shanghai, Moji, Kobe & Yokohama. |
| KHIVA | 9,135 | 9th May | Shanghai, Moji, Kobe & Yokohama. |

* Cargo only. † Not carrying passengers.

All dates are approximate and subject to alteration without notice.

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Estimates furnished on application.

Hong Kong, April 12, 1930.

PARENTS HINDER EDUCATION

(Continued from Page 3.)

many failed as a result of the new
regulations governing the Mathe-
matics section; but Chinese was
responsible for most of the
failures.

Chinese will continue to be a
stumbling block to those who wish
to join the local University, if the
Chinese elementary schools in
Hong Kong persist in trying to
meet 20th century requirements
with results obtained through the
application of 10th century
methods.

The old system of Chinese educa-
tion was to stuff a student's mind
with information, especially with
the classics. This antiquated
system started with the assumption
that the major purpose of child-
hood was to prepare for adulthood.
The study of the classics was re-
garded as sacrosanct, inviolable,
and unchangeable. Childhood and
youth were spent in memorising
literary compositions, which were
very often unexplained and but
vaguely understood by the teachers
themselves. The old educators for-
got that the human mind automa-
tically eliminates everything that
is not used, and that textbook in-
formation has no special immunity
but goes the way of all unused
mental lumber. They assumed
that what was good enough for the
10th century would be good enough
for the 20th. They did not know,
or refused to know, that the world
was rapidly changing, and that in-
formation relative to the world
would have correspondingly to
change, if it was to be of any use.

For centuries Chinese scholars
have taught nothing but the
wisdom of the ancients. This can-
not, in the very nature of things,
go on indefinitely. I do not wish
to discourage, in any way, the
study of the "Four Books," which
belongs to those works which are
far above criticism, and which are
apprehended not so much by the
intelligence as by the spirit. One
cannot find a single coarse senti-
ment expressed in the "Four
Books," and that is more than one
can say of other famous world
classics. More than any other
single factor it has helped to pre-
serve Chinese unity, culture,
and civilization to the present day,
while other contemporary cultures,
continental in scope, have vanished
so utterly that they do not survive
even in the long memory of vague
legend. What I strongly deprecate
is the enormous amount of time
spent in memorising the "Four
Books" and other Chinese classics.
Modern education deals with every
branch of human knowledge.
When so much time is taken up by
the classics, there is very little
left for the study of anything
else. Everybody who has anything
to do with education in China
knows that the average Chinese
boy of twenty has a very small
fund of general information and is
at a great disadvantage when com-
pared with a European or Ameri-
can boy of the same age.

Modern education has assumed
in these times a special character
which the Chinese cannot ignore.
While proposing, as the chief end
it has in view, the information and
the judgment of the pupil as well
as the development of his habits
and character, it gives less im-
portance than it formerly did to
the cultivation of the memory. It
makes use chiefly of methods cal-
culated to exercise the understand-
ing, to lead the student to reflect
and reason upon facts, and to leave
the domain of words to enter upon
that of ideas.

Search For a Solution

The leading Chinese educa-
tionists are now faced with the
difficulty of finding a solution to a
very complicated problem. They
have to decide whether the
Chinese students of the future
should be bilingual or the Chinese
language should be made a less re-
fractory medium through which to
give instruction in all the modern
sciences. At present a Chinese
boy is greatly handicapped by hav-
ing not only to study his own
language, which is the hardest in

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the world, but also to master a
foreign tongue through which he
has to make his acquaintance with
modern sciences.

It is a matter of considerable
importance that the educationists
arrive at a decision soon. The very
self-respect of the country is
threatened. The exigencies of the
times and the peculiar aberrations
that always follow in the wake of
civil wars and revolutions are
responsible for many bizarre sug-
gestions offered as remedies. For-
tunately for the culture of the
Chinese, staid and wiser minds
have prevailed. Men of vision
realise that the salvation of China
lies not in a total break with the
past (for no nation can afford to
discard its cultural tradition), but
in the re-organization of its educa-
tional system along modern scien-
tific lines. These men, while
respecting dead yesterday, are yet
able to understand invisible to-
morrow. Their belief in the China
of the past has become transfor-
med into mere filial affection and
respect. They realise that such a
China can never live again in the
world of to-day, and they recognise
the futility of resistance to the
march of progress, no matter in
what high-sounding patriotic
verbiage that resistance may be
clothed. May some one be found
among them who will breathe into
modern Chinese literature a swift,
strong spirit that will bear it
triumphantly into regions where it
has never ventured before!

Throughout the Orient an old
social order is challenged by a new
economic order that has been born
of the marriage of science and
technology. The great creative
periods of history have been those
in which men became aware of the
tension between an old and a new
order and sought to effect a merger
of the best features of the old and
the new. Nowhere in the world
does this tension between an old
social order and a new economic
order promise developments more
interesting to watch than in China.
It is the duty of schools, colleges,
and universities to see that those
developments are on the right
lines.

Our Aims

The aims of Wah Yan College
have always been, those of its
founder. We strive to provide our
boys who are bred to no business
and born to no estate with means
of earning a livelihood, and to
enable them to develop that sim-
plicity of character, kindness of
heart, and love of peace, which are
the true characteristics of an
educated Chinese gentleman.

Conclusion

Before I conclude, I wish to
thank all the donors of prizes and
every one who has helped to make
this function a success; and to
express to Mrs. Trautman our great
appreciation of her kindness in
sparing so much time to grace this
company with her honoured pre-
sence.

The Prize-Winners

The following were the prize-
winners:—
Matriculation.—1, Wong Shiu-ming,
(Honours, Dist. Mathematics, Govern-
ment Educational Scholarship); 2, To Chai-
ed, Qualified for Govt. Studentship;
3, Young Yu-lam, (Dist. Mathematics
and Mechanics, Qualified for Govt.
Studentship); Leung Hon-yung, Lau
Hoo-cho, Kwok Yu-shu, Leung Tin-sun,
(Dist. Mathematics), Lau Chak-sang,
Au Yeung Sook-wang, Fung Kwok-wa,
Khasem Pangserivongche.
Senior.—Wong Lén-bud, Hui Hong-
poon, Wong Wing-cheung, Lim Hoy-
siong, Wong Ping-kwan, Leck Man-
wongso.
Junior.—Sum Yu-lam, (Dist. Physics,
Mechanics, Arithmetic and Mathe-
matics), Chan Kam-to, Chan Wing-

poon, (Dist. Arithmetic and Mathe-
matics), Woo Chak-yu, (Dist. Mathe-
matics), Fok Tsung, (Dist. Arith-
metic), Poon Ying-chiu, (Dist.
Mechanics), Wu Shiu-wan, (Dist.
Mathematics and Mechanics), Cheng
Man-chiu, (Dist. Mathematics and
Mechanics), Chow Chan-wing, (Dist.
Arithmetic and Mechanics), Tang Tai-
wa, Li Kwan-tak, (Dist. Mathematics
and Mechanics), Pun Kwong-pui, (Dist.
Mathematics and Mechanics), Tang
Chun-hon, (Dist. Mathematics, Arith-
metic, and Mechanics), Leung Ping-
shan, (Dist. in Mathematics), So Ping-
yin, (Dist. in Arithmetic), Lee Tsan-
chiu, (Dist. Mathematics and
Mechanics), Ma Wing-yung, (Dist.
Wen-yuen, Chow Kwong-hon, Lau
Chau-kuan, Wong Yik-wan, Leung
Kwan, Wong Shou-hing, Lui Kam-tin,
Kwong Man-sun.

Scholarship Winners

Scholarship Winners.—Class 1,
Wong Shiu-ming; Class 2, Sum Yu-
lam; Class 3, Wong Fong-lin; Class 4,
So Shut-lun; Class 5, Cheng Fook-choi
and Hui Yip-keng; Class 6, Wong
Kwok-kuen; Class 7, Ho Kit-cheong;
Class 8, Yee Shou-san.

Class Prizes

Class 3A.—Chan Chuk-fai, Leung
Kam-to, Woo Shiu-kee, Yung Hing-chau,
Fok Wah.
Class 3B.—Wong Fong-lin, Tang
Yan-chau, Woo Hui-kong, Cheung
Kwong-yu, Sung Ching-tok.
Class 3C.—Lam Kwan-ting, Ho
Wai-ming, Wong Shiu-tin, Li Yu-sum,
Lai Wing-tat.
Class 4A.—So Shut-lun, Wong Shiu-
yung, Wong Shiu-cheng, Wong Hoi-
shing, Luk Ki-chuen.
Class 4B.—Chow Chiu-hon, Chow
Chiu-chor, Wong Tak-wing, Lo Hung-
pok, Chow Chiu-yau.
Class 4C.—Lee Ying, Lo Sui-shing,
Lam Fook-ching, Lo Sui-sun, U Shiu-
cho.

Class 5A.—Cheng Fook-choi, Wong
Che-fong, Yu Kan, Wong Chiu-kwai,
Wen Sik-chu.
Class 5B.—Hui Yip-keung, Tang
Chi-keung, Lui Chak-yung, Wong Kam-
nok, Chan Cheng-to.
Class 5C.—Li Chung-tai, Fung Yin-
kwan, Ho Ka-ki, Cheung Kun, Tso Ho-
tung.

Class 6A.—Ho Yuen-pui, Ho Yu-ki,
Yau Po-wah, Wong Ying-yat, Wong
Shiu-kong.
Class 6B.—Wong Kwok-kuen, Ma
Hon-chuen, Chiu Sz-hon, Tang Ho-yan,
Mui Shiu-foe.

Class 6C.—Leung Hung-kon, Ng
Ting-yuen, Yeung Shu-yung, Mak
Koon-shiu, Chan Shiu-hung.
Class 7A.—Chau Sing-kun, Chan
Pui-chun, Au Sik-ling, Leung Tung-
chun, Lee Shing-gim.
Class 7B.—Mok Hing-ming, Chun
Ming-kai, Wong Man-bun, Jackie
Wong, Leung Yin-fat.

Class 7C.—Ho Kit-cheong, Cheng
Tung-chow, Yip Tim-shou, Lo Kit-hee,
Sun Chung-ming.
Class 8A.—Yee Wai-yum, Chan
Yung-tim, Tsui Shau-bui, Leung Tze-
ying, Chu Che-chau.

Class 8B.—Yee Shou-san, Leung
Sing-ye, Tam Chung-yung, Wu Pei-
man, Ming Kung-mie.
Class 8C.—Lam Lai, Chan Ying-lun,
Cheung Yum, Kwok Wai-chung, Yow
Hugh-chung.

The function terminated with a
short concert given by the students,
after which three cheers were given for
Mrs. Trautman, who was also presented
with a bouquet of flowers.

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Pres. Grant ... Tues. Apr. 15
Pres. Cleveland ... Tues. Apr. 29

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Pres. Van Buren ... Sun. Apr. 20, 8
Pres. Grant ... Sun. May 4, 8

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Pres. McKinley ... Mar. 25 6 p.m.
Pres. Jefferson ... Mar. 29 6 p.m.
Pres. Grant ... Apr. 8 6 p.m.
Pres. Lincoln ... Apr. 12 6 p.m.

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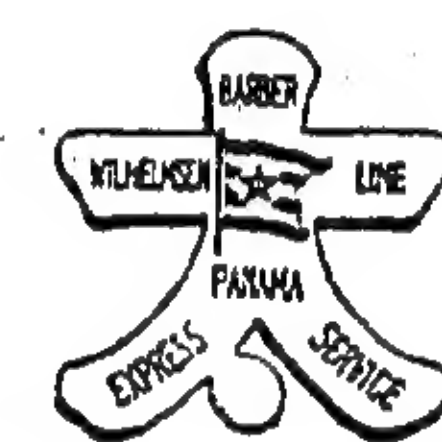
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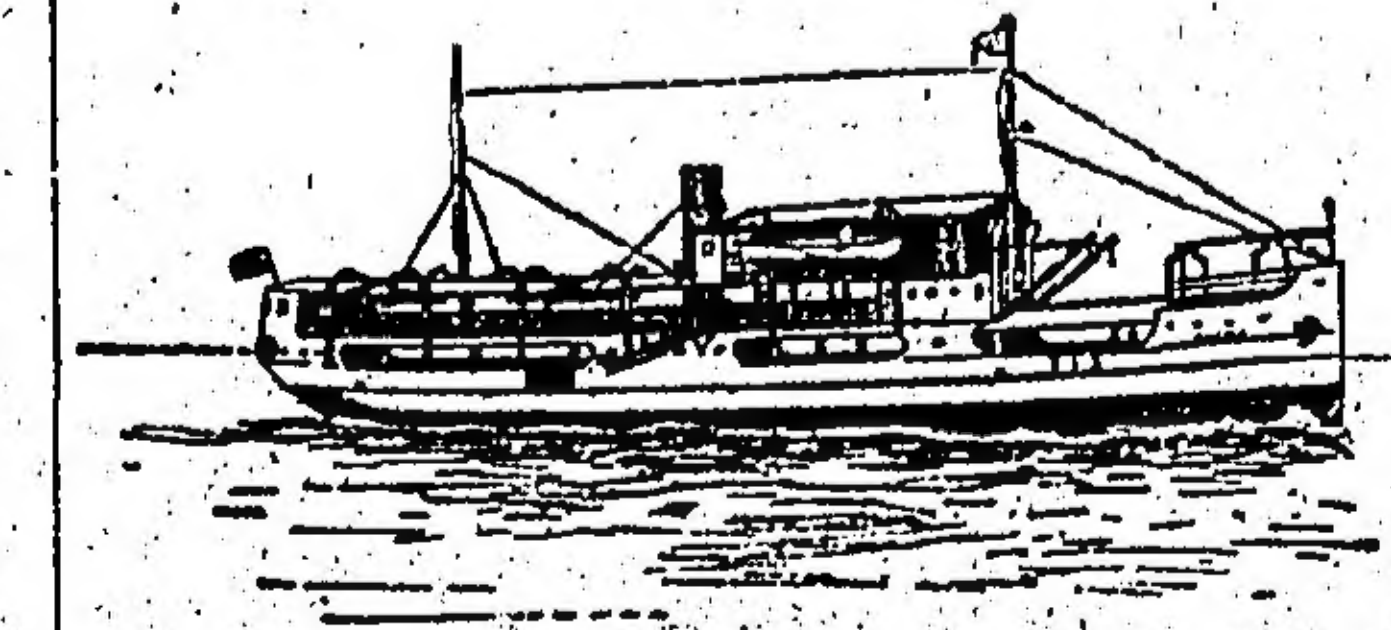
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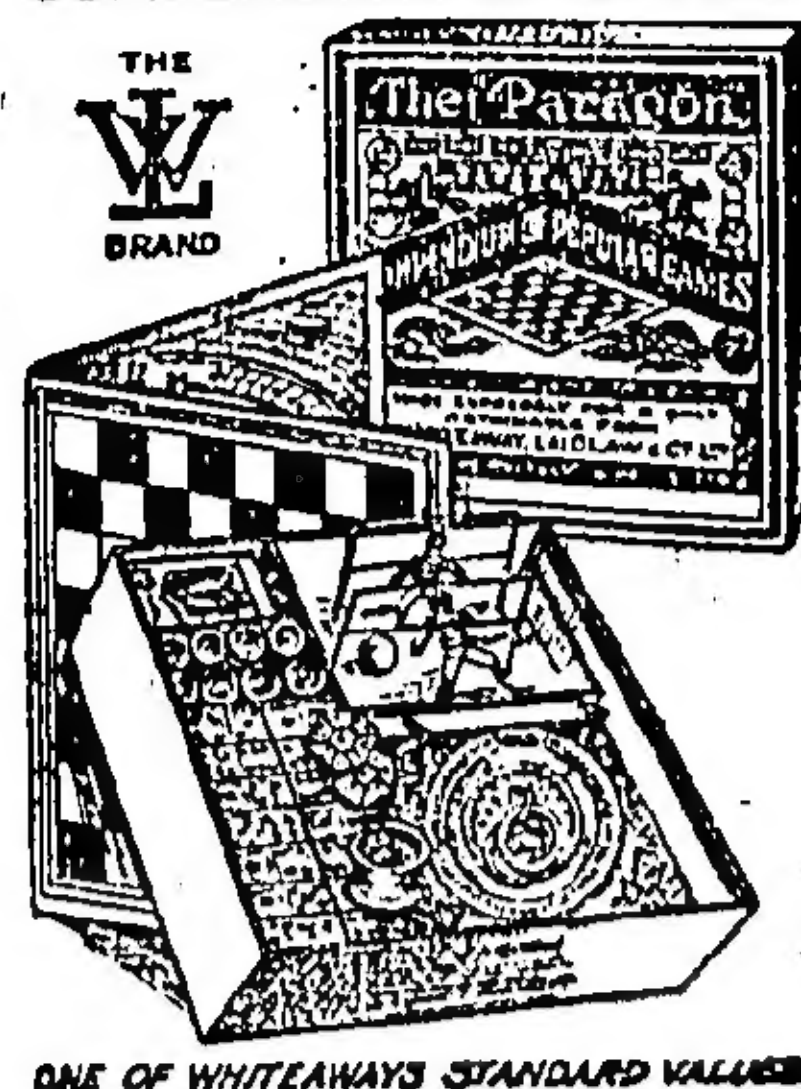
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Published by
The Newspaper Enterprise, Ltd.
Printers & Publishers,
No. 3A, WYNDHAM STREET,
HONG KONG.

TELEPHONES—
Office: Central 22.
Editorial: Central 4641.
Cable Address:—Mail, Hong Kong.

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addressed to the Newspaper En-
terprise, Ltd., to whom all remi-
tances should be made payable.

London Office:—The Far Eastern
Advertising Agency (London),
Ltd., 26-28, Southampton Street,
Strand, W.C.2.

Hong Kong, Thursday, March 20, 1930.

WAKE UP, BRITAIN!

The recent statement by Mr. F. Montague, Under-Secretary of State for Air, that Great Britain would pursue an "unprovocative" air policy may seem to some observers to be an unwise course for an Empire which would of necessity have to rely upon its air fleets in the event of a sudden crisis. It may please the pacifist members of the Government as well as its supporters, and it must assuredly delight the war-plotters in Moscow, to realise that Great Britain has sunk to a fifth air power, and those of us who see the folly and the shame of this can only bow our heads to the inevitable. Our only hope can be that war may be stayed off for some years; at least, until the electorate gains sufficient patriotism and common sense to put in power a Government which is not anti-Imperial in its every action.

Where we should protest, however, is in the failure of our civil air services to compete with the Dutch and German lines.

In an interview which a *China Mail* representative had yesterday with Mr. J. B. Scholter, the chief pilot of Mr. Van Lear Black's Fokker aeroplane, the weaknesses in the British air services were very trenchantly pointed out, and, in the main, we admit with no small chagrin that the criticisms were true. It appears that we are unable to compete with the Dutch lines because we cannot design machines of sufficient

power and speed. It is no matter of which to boast, surely, that in future the machines to be used by the Imperial Airways are to be built according to the Fokker design. It cannot be that we do not possess the factories or the designers able to produce machines equal to and even exceeding those of other countries, and when we consider the support which Continental manufacturers receive from their respective countries, the reason for their superiority in this connection is not difficult to perceive. Instead of devoting the moneys of the taxpayer to progressive schemes of shipbuilding and aeroplane construction, the British Government prefers to waste thousands of pounds in entertaining the delegates of competitive countries to a conference the outcome of which can be little more than futile. Instead of advocating expenditure on artificial schemes for the absorption of the British unemployed, Mr. Thomas would be taking a sane step toward commercial progress if he were to formulate a scheme for the development of British air services. Any other country but ours would long ago have established air mail and passenger services from Britain to Hong Kong and Australia. At present one is obliged to travel as far as Karachi before it is possible to journey home by air. Even yet there is not a through passenger service from Karachi to Calcutta. This journey, which takes the Imperial Airways three stoppages to achieve, can be covered; it has been demonstrated by Dutch fliers, in one journey. For over two years the Royal Dutch Air lines have had regular mail services to the East Indies and, if the British lines are not more wide awake, they will find soon that some Continental Power has cut the grass under their feet. There is a limit even to patriotism, and if British business men with connections out East find that the Imperial Airways have no intention of improving their present services, they will not hesitate any longer to employ foreign lines. Perhaps a shock of this description is needed before the conservative policy which has always hampered British commercial enterprise will change to a more progressive course and enter into competition with the same zeal and determination that has animated the Schneider Cup fliers and such pioneers as Sir Alan Cobham. Otherwise the future of British civil aviation must be very glorious, indeed.

News in Brief

Two cases of smallpox were notified yesterday.

H.M.S. Kent will sail to-day for Shanghai via Coast Ports.

The Portuguese cruiser Adamastor will arrive here this afternoon.

An elderly Chinese was this morning charged before Mr. R. E. Lindsell with the unlawful possession of 204 tael of raw non-Government opium on the first floor of 17, Cross Street, West Point. The Magistrate imposed a fine of \$7,000 or six months' hard labour.

Medical evidence was taken by Mr. T. S. Whyte-Smith, at the Kowloon Magistracy yesterday afternoon, in the case in which four Chinese are charged with the alleged murder of an aged Buddhist priest at 3 Shapo Road on February 13. The case was again adjourned.

The Bishop of Victoria proceeded on leave yesterday. During his absence the Dean will act as commissary for English work and Archdeacon Mok as commissary for Chinese work. During the absence of the Dean on short leave the Rev. W. W. Rogers will take his place as commissary for English work.

Professor W. Brown, M.A., B.Sc., F.R.S.E., A.M.I.E.E., will address the Arts Association of the Hong Kong University on "The Macabean Period in the History of Palestine," on Monday at 8.30 p.m. in the Union Assembly Room of the University. The lecture is open to the public, and all interested are cordially invited.

A spaniel dog belonging to Mr. A. B. Purves, of No. 174 The Peak, yesterday bit Miss Betty Richards, daughter of Mr. D. M. Richards, who lives next door. The girl received treatment at the Peak Hospital whilst the Police removed the dog to the Kennedy Town depot for observation. It is understood that there is no suspicion of rabies.

HUNGER STRIKE

Echo of Financial Scandal

Paris, Yesterday.
Madame Hanau, who eighteen days ago began a hunger strike as a protest against her prolonged detention in prison in connection with the Gazette du Franc financial scandal, was forcibly fed in hospital for the first time to-day.

She was very weak and had been suffering extreme pain, but resisted to the utmost, eight persons being needed to effect the operation.

Madame Hanau subsequently vigorously protested, and declared she was determined to die sooner than again submit to such an operation.—Reuter.

Again Forcibly Fed

Paris, Yesterday.
Following the receipt of a medical report the courts rejected an application for the provisional release of Madame Hanau. She was again forcibly fed this evening, but in spite of the nourishment she remains very weak.—Reuter.

HON. M. M. MARLER

Received by Dr. C. T. Wang at Nanking

Nanking, Yesterday.
The Canadian Minister to Japan, and Mrs. Marler, who arrived this afternoon from Shanghai will be entertained by Foreign Minister and Madame Wang in the evening; the guests include Minister and Madame Sun Fo, Ministers T. V. Soong and H. K. Kung, and the Canadian Trade Commissioner of Shanghai, Hong Kong and Batavia.—Canton News Agency.

CONSTABLE'S DEATH

The death occurred at the Government Civil Hospital at 4.15 this morning of a Chinese constable, Choi Sze, who was admitted to hospital on March 14 suffering from fever.

The deceased, who was a native of Luk Tai village, Hoifung, joined the Police Force at the age of 24 on November 13, 1925, and had done duty at Central, West Point and Hung Hom. It was from the latter district that he was removed to hospital.

He was the holder of the First Aid certificate. He is survived by his wife, who lives in Bridges Street.

A letter written in 1805 describing the action of Cadiz between the British Fleet and the combined fleets of France and Spain has been presented to Plymouth Museum by Sir Leicester Harmsworth and Mr. Harold Harmsworth.

A woman, later identified as Mrs. E. H. Elliot-Pyle, of S.W., collapsed in the stalls at the matinee performance of "Michael and Mary" at St. James's Theatre and died.

COLLAPSE OF A VERANDAH

SHORING OPERATIONS JUST TOO LATE

NO CASUALTIES

At about 2.20 p.m., yesterday, a portion of the tile verandah of the second floor of 53, Stanley Street, measuring six feet by four feet, collapsed into the street. Fortunately no one was injured.

The floor where the collapse occurred is occupied by Mr. Yeung Hor-chun, comprador of the Hong Kong Club, whilst the owner of the house, Mr. Cheung Hin, lives on the top floor.

Inquiries made by a *China Mail* representative elicited the information that the verandah was discovered to be unsafe earlier in the afternoon, and workmen had been sent for to put up shoring. The verandah collapsed, however, before the workmen arrived. This was fortunate for the workmen, as it can be easily seen that, had the collapse occurred whilst they were engaged in shoring, casualties would have been inevitable.

TOO MUCH GAS

Queer Motive for Ending Life

LEAP FROM A HOTEL

A Chinese, whose age is estimated to be about 25, yesterday committed suicide by jumping from the roof of the Melchow Chow Hotel, 214 Des Voeux Road Central.

Death was instantaneous as the man's spine was fractured. In falling, his body narrowly missed a Chinese woman who was walking on the tram track.

Detective-Sergeant M. Flattery had the body removed the mortuary, where two letters were found in one of the pockets of the dead man's coat. One was addressed to an employee of the Gas Company, and the other to the Central Police Station at Canton.

Rambling Letter
The Gas Company letter has not yet been translated, but the one addressed to the Canton Police gave a probable clue to the cause of the suicide. It was a rambling statement obviously written by one who was not in his right mind, but it was gathered that the writer had been employed as cook by the Kwong Lee Import and export firm, Connaught Road, and had been dismissed because, it alleged, he used too much gas. This seem to convey the impression that he was required to cook with gas.

Whatever the cause of the unfortunate man's dismissal, wastage of gas appeared to have preyed on his mind and eventually led to his suicide. It was not known at the Melchow Hotel, where the man was unknown, how he managed to get to the roof unobserved by anyone.

RIDING IN CIRCLES

No Place for Them in Kowloon

DANGEROUS PRACTICE

"I think it is no place for push bicycles in Kowloon." So stated Mr. T. S. Whyte-Smith at the Kowloon Magistracy this morning, when he fined a Chinese \$10 for riding in circles in Jordan Road near Shanghai Street.

The defendant pleaded that he was learning to ride, and to this his Worship pointed out that it took a learner usually all one's time to keep straight rather than go in circles.

Sgt. Barnicle pointed out that that part of Jordan Road was very dangerous and was not a street where one should learn to ride a bicycle.

His Worship indicated that he could think of no road that one could learn in, as Kowloon had so much traffic now.

Another Chinese cyclist was also fined \$10 for riding on the wrong side of Shanghai Street.

TWO MEN ON A BIKE

Unexpected "Tuition Fees"

An original method of learning to ride a bicycle was mentioned before Mr. Whyte-Smith at Kowloon Magistracy this morning, when two young Chinese were charged with riding to their own and the public danger in Argyle Street.

The youth who had hired the bicycle was acting as tutor, whilst his pupil was seated upon the handle-bars, with his hands upon them.

His Worship, who seemed interested to hear of this novel mode of tuition, fined the class \$5 each, or seven days' jail in default.

Another rider, who had made "only two circles" when arrested, was fined \$10, or 14 days' jail.

TWO INTIMIDATORS

Threatening Letter to Late Employer

MORE FOOLS THAN KNAVES

Two Chinese, one a youth of about 15, were charged before Mr. A. W. G. H. Grantham, to-day, with intimidation.

According to Inspector J. Murphy, of the Secretariat for Chinese Affairs, both accused had formerly been employed by Mr. Leung Sau-sang, manager of the Tai Lo Tin Hotel, who was the complainant in the case.

First accused held a fairly responsible position, whilst the youth was a waiter. After they were dismissed, both accused visited the premises and asked to be re-engaged. Mr. Leung turned the first accused out, but gave the youth work as a lift boy.

This job was less remunerative than that of waiter and the youth was apparently discontented. He had a meeting with first accused and together they went to a Chinese newspaper shop at 25 Hollywood Road where first accused dictated a letter to the youth who, after writing it, addressed it to Mr. Leung.

In the letter Mr. Leung was threatened with injury and accused as the harbourer of sly women. After stating that the writer would employ men to assault Mr. Leung, it ended by wishing that after reading the letter, Mr. Leung would die of consumption.

Mr. Leung wisely communicated with the Police and accused were arrested. In convicting the accused, Mr. Grantham said that he was inclined to regard them as more fools than knaves and therefore he would not impose a heavy penalty.

First accused was ordered to pay a fine of \$25 or go to jail for three weeks, whilst the youth was ordered to receive nine strokes of the birch.

SMUTS & NEGROES

Words That "Cut Them to the Heart"

Addressing a meeting held under the auspices of the Civil Forum in New York recently General Smuts dealt with the effects of imposing white civilisation upon the negro.

To break down the system that prevailed in Africa was easy, but it was impossible to substitute a European or any other system for it, he said.

Why should they standardise humanity? The system they ought to build up in Africa should be one based on African foundations, and they should leave the natives in their villages with their dancing and their songs.

He contended that the African aborigine, when he had severed contact with his tribe, quickly adopted the vices of the white man.

A negro quartet sang plantation melodies, and General Smuts praised them, adding that the negro was the most patient of creatures.

Dr. Roberts Russo Moton, a negro, and the President of the Tuskegee Institute, took exception to the last words of General Smuts, saying that they cut to the heart every negro in the hall.

General Smuts, interposing, said that he had used the words in praise of the negro, from whose patience he thought white people might learn something.

COMMUNAL STRIFE

Views of Europeans in Calcutta

Addressing the annual meeting of the European Association at Calcutta recently, Mr. W. L. Travers, president, said it seemed to him that it was essential, if the Round-Table Conference was to achieve real results, that there should be some progress towards a partial settlement of the communal question.

He also felt that there should be an extensive trial of responsible government in the Provinces before it could possibly be attained by the Central Administration.

The adhesion and co-operation of the Muslims must be obtained in order to ensure the success of the Conference.

The European community did not desire to intervene in communal strife, but the Association had decided that the Muslims ought to have, under the new constitution, adequate representation by separate electorates.

He added: "We hope and we believe that there will be just and equitable administration in future, so as to permit of our co-operation and our services to the country."

Ten Years Ago

[From the "China Mail,"
March 20, 1920.]

To-day's dollar is worth 5/-11/4d.

From time immemorial the Chinese have been in the habit of posting on their door and elsewhere two lines of verse of a felicitous nature called the "Spring Couplets."

A certain local Chinese physician, following this tradition, has posted on his office door the following:—"It is a matter for your happiness that you enjoy a day's health. Do not enter this door unless you are very ill."

NAVAL CONFERENCE

France and Italy Still the Obstacle

SITUATION UNCHANGED

Rugby, Yesterday. The Prime Minister Mr. Ramsay MacDonald, and the First Lord of the Admiralty, Mr. A. V. Alexander, were the guests of Mr. H. L. Stimson, the head of the American delegation, to-day at luncheon. Other members of the American delegation were present. The affairs of the conference were closely discussed and later in the afternoon the conversations were resumed at St. James's Palace, Mr. Stimson and Mr. Dwight Morrow and Mr. MacDonald and Mr. Alexander being joined by their experts for this discussion. The meeting was one of many that have been held since Sunday, but the general situation that confronts the conference remains unchanged. Determination is expressed to exert all endeavours to resolving the French and Italian difficulties, which constitute the chief obstacle to progress towards a five Power agreement, which remains the sole object of the conference.—British Wireless Service.

Japan's Attitude

Tokyo, Yesterday. Reports of opposition to the proposed naval terms are not confirmed, and are highly improbable. It is believed a final decision will be reached on March 22.—Reuter.

Unacceptable To Japan

Tokyo, Yesterday. The opposition reports refer to reports published in London from Japan to the effect that the American proposals are unacceptable to Japan.—Reuter.

A Surprise

London, Yesterday. A surprise was caused in Naval Conference circles last night when it was learned that M. Briand had decided to return to Paris to-day.

Mr. Ramsay MacDonald immediately arranged to see M. Briand and a prolonged discussion ensued. M. Briand may return with M. Tardieu at the week-end.—Reuter.

Earlier Cables

London, Yesterday. The deadlock at the Naval Conference persists, owing to the Franco-Italian dispute regarding parity.

Experts are working daily to find a solution, stimulated in this by the activities of Mr. MacDonald, in his capacity as chairman.

A British spokesman to-day said that Mr. MacDonald had instructed him to describe as "absolutely and gratuitously false" a newspaper report of a difference between Mr. MacDonald and Mr. Stimson as regards the Japanese-American understanding. He declared that Great Britain throughout was cognizant of the Japanese-American negotiations, of which she entirely approves.

Mr. MacDonald still hopes for a five-Power pact, but this depends on the discovery of a formula to overcome the Franco-Italian deadlock.—Reuter.

OBSCENE BOOKS

Heated Debate in U.S. Senate

"ROTTEN" LITERATURE

Washington, Yesterday. Twelve hours of heated debate in the Senate terminated in the adoption of an amendment to the existing law against obscene books and pictures, empowering the Customs officials to refuse entry to immoral works, thereby reverting to the regime existing two months ago before the amendment of the Tariff Bill made the District Courts arbiters of obscenity.

Senator Smoot, a high Mormon official, led the discussion. His desk was piled with books, from the classics to modern novels, whose hearts, according to Mr. Smoot, were "rotten and as black as they could possibly be."—Reuter's American Service.

SIR V. CAILLARD

Death of Well-Known Industrialist

London, Yesterday. The death is announced in Paris by Reuter of Sir Vincent Caillard, a son of Judge Caillard and Emma Louise Reynolds, whose mother was first cousin of Lord Beaconsfield.

Sir Vincent, who was 74 years of age, was appointed Assistant Commissioner for Britain on the Montenegrin Frontier Commission in 1879, and also served on the Intelligence Department in Arabia and in the Egyptian campaign of 1882.

He was President of the Federation of British Industries and has published several works on Fiscal Reform and music.—Reuter.

SNOW IN BRITAIN

Wintry Weather Holds Up Shipping

AIR LINES DISLOCATED

Rugby, Yesterday. Wintry weather prevails over the greater part of the British Isles, more or less heavy snowfalls being reported. Owing to a snowstorm in the Channel the air services were dislocated. No machines left Croydon this morning and two air liners flying from Paris to London, finding it impossible to get across Channel, landed near the French coast. Early this afternoon, when the weather cleared a little, several machines crossed the Channel. Shipping was delayed in the Channel and gun signals were fired from the Admiralty Pier at Folkestone to guide passing vessels.—British Wireless Service.

REASON OF FAR EAST FLIGHT

(Continued from Page 1.)

years ago he made a successful flight to the Dutch East Indies—and thus paved the way for the present mail service.

Caught in Monsoon

Mr. Scholter related a dramatic incident in connection with that trip. When they arrived at Karachi the Imperial Airways officials told them that they could not possibly go any further south, as a monsoon was expected. "I determined to go, however," declared Mr. Scholter, "in spite of the fact that the officials called us damned fools." As a result, they braved the monsoon and reached Batavia unharmed, much to the chagrin of the Imperial Airways Officials, who "got it in the neck" for hesitating to do what the Dutchmen had achieved without a hitch.

"Scared Stiff"

"They are scared stiff of us; that's the trouble," he added. "They know that we can do the journey in better time and are afraid that we are after the mail contract. That, of course, is nonsense."

"All that we desire to establish is a fast air-service to our colonies. We cannot do that satisfactorily unless you grant us better facilities for landing in India." "The only cardinal difficulty in regard to Far Eastern air services that I can see," emphasised Mr. Scholter, "is that good ground organisation is lacking. By that criticism I mean, the landing places that exist are not sufficiently large for a plane of considerable size. In the majority of cases the hangars are too small, and we had on several occasions to leave our plane in the open. When Mr. Van Lear Black crashed at Calcutta last year whilst landing (owing to the soft condition of the ground) the machine was smashed to pieces in a cyclone, having been left in the open as there was no hangar large enough to house it."

A Stop Needed

Mr. Scholter remarked that the non-stop run from Hanoi to Hong Kong would be a strain if a commercial service were opened. A stop half way was really required for fuel, although the tank capacity of their machine was 500 gallons, which would take them over 500 miles. The main idea of a commercial flight, however, was to carry as much freight as possible, and fuel, food supplies and spare parts, which took up so much valuable space and weight, were vital necessities where no half-way stop was made.

Perfect Safety

In his opinion long flights were now indisputably safe, and one of the objects of Mr. Van Lear Black's trip had been to demonstrate the advantages of air services in speed combined with perfect safety. In their machine they had three engines, so that, in the event of one of these defaulting, they could without anxiety rely on the two others, or even upon a single engine, provided they had little fuel and supercargo aboard.

It is a great pity and to me a cause of astonishment why British aeroplane manufacturers are unable to design large and speedy machines," declared Mr. Scholter. "They have had to admit defeat, like 17 other countries, including France, the United States, Germany, Italy and Russia, and the Imperial Airways are to obtain a licence to construct their planes according to the Fokker design." The secret of Fokker's success, he added, was in the wings, which the designers of other countries could not master.

To Leave on Saturday

Mr. Van Lear Black and his companions are staying in the Colony until Saturday morning, March 22, when they hope to resume their flight to Shanghai, Korea and Tokyo. At Tokyo they

ROUND THE CINEMAS

New "Talkie" at the Queen's Theatre

"THE TRESPASSER"

That very accomplished actress Gloria Swanson is "heard" for the first time in "The Trespasser," which is the present attraction at the Queen's. Miss Swanson is, of course, already famous for her beautiful frocks. Now, in the new "talkie" one has the pleasure of hearing her in song, as well.

"The Trespasser" has some highly dramatic scenes, in which the star is seen to great advantage. The story concerns a woman's fight against apparently overwhelming odds, and her final triumph. The theme, while not altogether new, is worked out in an interesting manner, and "Gloria's" countless admirers will no doubt agree that she has rarely been so well cast as in this picture.

Miss Swanson is supported by a powerful company, and altogether the film is one well worth "seeing and hearing."

"EASY COME, EASY GO"

Dix Turns Troubles Into Roaring Laughs

Having a large amount of money which one does not own but which one cannot rid oneself of may cause serious problems. This is the one difficulty which Richard Dix turns into a roaring comedy in his latest picture, "Easy Come, Easy Go." This picture will be the chief attraction at the Majestic Theatre, Kowloon to-day.

The problem is one of honesty. Dix has the money; can't get rid of it, and yet feels he isn't entitled to it.

"Easy Come, Easy Go" was adapted from the stage play by Owen Davis. It concerns the activities of a young American, who is imbued with the theory that honesty is the best policy. However, he assists, unwittingly, in a Bank hold-up and then, on learning of how the money has been stolen, he endeavours to return it to the rightful owners. Because the President of the Bank believes Dix to be a crazy millionaire and because Dix cannot get his hands on the money at the proper time, the theme furnishes some surprisingly funny situations.

MR. PEPYS IN HONG KONG

This day, on rising do find the weather turbulent and such a downfall of rain as I have not seen these many days. But to my discontent the water do cease to run in the pipes of my house, which sorely irked me. For in any case the Authorities do turn the stop-cocks so that no water flows in the public mains from six of the clock 'till that hour next day. Which do seem a mighty grievous thing, that there should be so much water outside the house but not a drop within. Down to the office, but little doing so to the Club, where I find Mr. Progers who tell me that in Kowloon water do run all day and all night long. At which I mightily furious for the unfavourable way the Authorities do make one rule for Kowloon and one for the Peak. At which Mr. Progers do say that the people of Kowloon do wash more than they upon the Peak. The which I have in some suspicion though may be there be cause. And after Mr. Hannibal comes in with Mr. Goss, and we fall to talking of the play. And both mighty anxious that the people who do come to the Play-House do come at the proper hour which is nine-fifteen of the clock. For it is a shame that people should push their way to the seats while those in time do wish to watch the play but cannot for their passing. And we all say that it do lose a man countenance to be of so bad a disposition that he do irk his fellow men for sheer sloth or gluttony at the table. And I do vow to sit at meat not later than seven-thirty of the clock each night of the play. Later Mr. Goss do tell me that the musicians of his frigate do come to the Play-House to discourse music between acts. Which is as merry a thing as I heard these many days for Mr. Harrison and his musicians do discourse mighty sweet music, as I remember when I did sup aboard the frigate, and they play as well as ever I heard. And Mr. Noel Coward do say so too. Thence to the Peak, where I do play at cards and lose, to my infinite vexation. And so to bed.

The Lord's Day. Observance Society has lodged a protest with the London County Council against the exhibition at the Tivoli of "Storm Over Asia," a Russian film full of anti-British propaganda.

will ship the plane aboard their steamer and sail for San Francisco. Later they hope to make aerial tours of South America and also of Europe. Mr. Van Lear Black, who has flown across Africa to Capetown, has assisted Rear-Admiral Byrd in his polar expeditions.

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL

Social Functions

To-day—Tea Dance at Hong Kong Hotel, 4.30 p.m.

To-day—Tea Dance at Peninsula Hotel, 5 p.m.

To-day—Dinner Dances at Hong Kong, Repulse Bay, and Peninsula Hotels, 8.30 p.m.

To-morrow—Dinner Dances at Hong Kong Hotel, and Peninsula Hotel, 8.30 p.m.

To-morrow—Institution of Engineers and Shipbuilders, Dinner, 8.30 p.m.

To-morrow—Dance, Peak Club, Entertainments.

To-day—Queen's Theatre, "Trespasser."

To-day—Star Theatre, "Four Walls."

To-day—World Theatre, "Robin Hood."

To-day—Majestic Theatre, "Easy Come, Easy Go."

To-day—Helena May Institute Concert, 5.30 p.m.

March 22, 25, 26 (matinee), 27, 28, and 29—A.B.C.—"And So To Bed," Theatre Royal, 9.15 p.m.

Land Sale

March 24—At P.W.D. Offices, one lot of Crown land at Shamshui-po, 3 p.m.

Auctions

March 22—At H.K. & K. Wharf, Godown No. 47, Miscellaneous goods, and Chinese provisions 11 a.m.

March 25—At Lai-chikok Installation of the Standard Oil Co. storehouse material 10.30 a.m.

Sports

See Special Sports Diary on page 5.

Meetings

To-morrow—St. George's Society, General Chamber of Commerce, 5.30 p.m.

March 22—Hong Kong Realty & Trust Co., Ltd., meeting, Exchange Bldg., 11.30 a.m.

March 26—Hong Kong Fire Ins. Co., Ltd., Messrs. Jardine's Offices, noon.

March 26—Bank of Canton Ltd., 6, Des Voeux Road Central, 2.30 p.m.

March 29—A.S. Watson & Co., Ltd., Hong Kong Hotel, 11.30 a.m.

March 31—H.K. and Whampoa Dock Co. Ltd., 2, Queen's Bldg., noon.

April 26—Hong Kong Tug and Lighter Co., Ltd. (in liquidation), 6, Des Voeux Road Central, Noon.

May 5—Hong Kong & Shanghai Hotels Limited, Exchange Bldg., Des Voeux Rd., 11.30 a.m.

Miscellaneous

To-day—Central British School Prize Distribution, 5.30 p.m.

To-morrow—French Convent prize distribution, 11 a.m.

March 27, April 3, 10.—Lectures in "Modern Architecture" by Mr. C. E. Moore, University Engineering Society.



The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on 355 metres:—

5-7 p.m.—European Programme of Columbia Records by courtesy of Messrs. Anderson Music Company:—

"On the Quarter Deck," March (K. J. Alford).

"Elisemere" (J. E. Grace), The Regimental Band of H.M. Grenadier Guards.

"Oguz Moguz" (Kanakesse Love Lyric) (Bennett).

"The Tiniest Man I Know" (Bennett).

"Bitter Sweet"—Vocal Gems (Noel Coward).

"La Benediction Des Poignards" (Meyerbeer).

"Loi Here the Gentle Lark" (Blaschke; arr. F. Godfrey), Regimental Band of H.M. Grenadier Guards.

"Der Rosenkavalier" (Richard Strauss).

Dust: Richard Mayr & Amiri Andassy with Orchestra conducted by Bruno Walter.

"Jungle Drum" (Ketelbey).

"By the Blue Hawaiian Waters" (Tone Picture) Band of H.M. Grenadier Guards.

"Waldteufel Memories—Fantasia" (arr. Herman Finck).

"Marouf—Il Est Des Musulmans" (H. Rabaud).

"Marouf—La Caravane" (H. Rabaud).

George Thill, Tenor, with Orchestra.

"La Gloconda: Dance of the Hours" (Ponchielli).

Columbia Symphony Orchestra.

"La Gloconda—Cielo E Mar (Heaven and Ocean)" (Ponchielli).

"La Gloconda—St. Moriz. Ella De (You, to die is her Boon)" (Ponchielli).

Tancrède Pasero, Bass, with

(Continued at foot of next Column)

NEW

ADVERTISEMENTS.

HONG KONG FOOTBALL CLUB.

MEMBERS are reminded that an Extraordinary General Meeting will be held in the Club-house on FRIDAY, 21st March, 1930, at 5.30 p.m. W. FRYDE, Hon. Secretary.

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the FORTY-FIFTH ANNUAL ORDINARY GENERAL MEETING of the Company (since its Registration) will be held at the Hong Kong Hotel, Hong Kong, on SATURDAY, the 29th March, 1930, at 11.30 a.m. for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for the year ended 31st October, 1929. The REGISTER of SHARES of the Company will be CLOSED from MONDAY, the 24th day of March to MONDAY, the 31st day of March, 1930, both days inclusive, during which period no Transfer of Shares can be registered.

JOHN D. HUMPHREYS & SON, General Managers.

Hong Kong, 19th March, 1930.

PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction

ON

SATURDAY, March 22, 1930,

commencing at 11 a.m.,

at Godown No. 47, The Hong Kong & Kowloon Wharf & Godown Co., Ltd., Kowloon.

A Quantity of

MISCELLANEOUS GOODS

Comprising:—

Bar Ends, Square Bars, Round

Iron, Flat Iron, Wire Shorts, Anglo

Iron, Plates, T. Iron, Tobacco, etc.

and

A Quantity of

CHINESE PROVISIONS

Including:—

Starch, Peanuts, Rice, Sugar,

Lily Flower, Flat Fish, Dates,

Bean Sticks, Oysters, Lily Root,

Tea, etc.

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

Hong Kong, March 20, 1930.

POLICE FORCE

Medals for Europeans and Orientals

His Excellency the Officer Administering the Government will inspect the Police Force in the Central Station compound on March 28, at 3 p.m.

Medals will be presented at the parade to the following European and Oriental members of the Force:—

Chief Detective Inspector A. N. Reynolds, third class medal for zealous and diligent work during the past two years and a half, especially while acting as Chief Detective Inspector during the year 1929; Inspector Richard Lanigan, fourth class medal for long and faithful service; Sergeant Inder Singh, Principal Chinese Detective Lai Sui, Sergeant Major Tang Kai, and Chief Engineer Mok Kam, and Engineer Iu Shing, (Water Police), fourth class medals for long and faithful service.

His Excellency the Officer Administering the Government has commended Police Sergeant O'Donovan for efficient and zealous work in the investigation of activities of Communists in the Colony.

Orchestra.

"Borcarolle" (Tschakovsky).

"Valse Creole" (Tschakovsky),

Regimental Band of H.M. Grenadier Guards.

"Wiener Blut," Waltz,

(Johann Strauss),

Bruno Walter conducting the

Berliner Staatskapelle

(Berlin State Orchestra).

"The Magic Flute—Gli Angeli l'inter-

ferno" (Mozart).

"Le Variazioni Di Proch (Song with

Variations)" (Proch).

A. M. Guglielmetti, Soprano

with Orchestra.

Four Ways, Suite—

No. 1 Northwards (March);

No. 2 Southwards (Valse);

No. 3 Eastwards (Eastern Dance);

No. 4 Westwards (Rhythm),

(Eric Costes).

Regal Cinema Orchestra

conducted by

Emanuel Starkey.

7-7.15 p.m.—Lecture from

Columbia Records.

"What's History?", by Sir Charles

Oman, K.B.E., M.P.

7.15-8 p.m.—Experimental Pro-

gramme.

8-10.30 p.m.—Chinese Pro-

gramme.

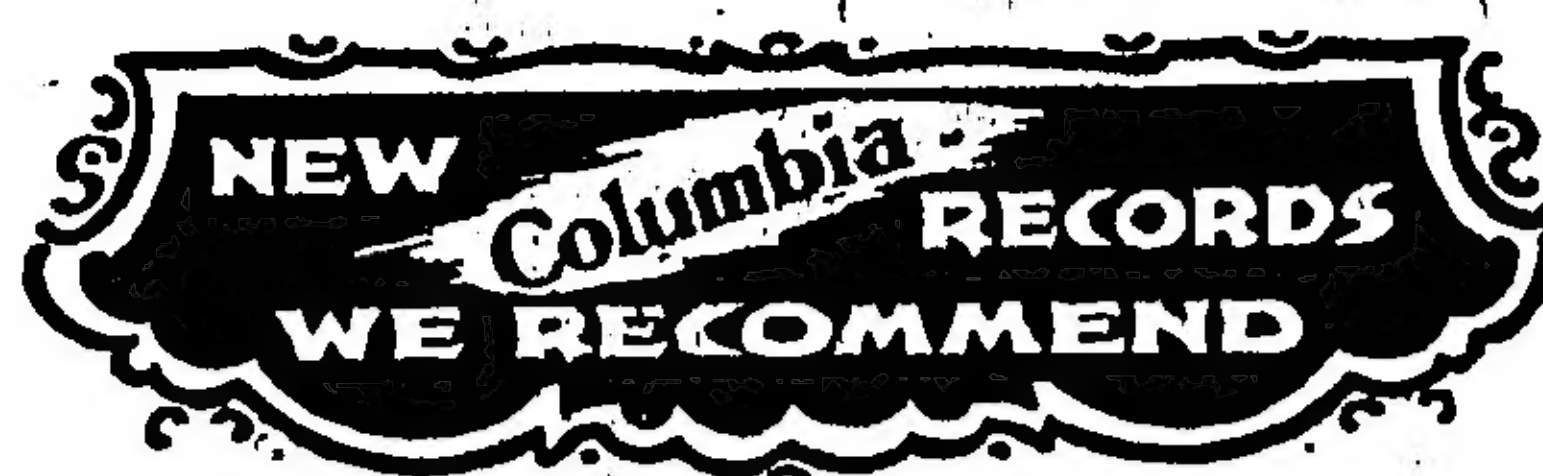
10.30 p.m.—Close Down

To-morrow from 12.45-1.15 p.m.

the music will be relayed from

Queen's Theatre Organ by Mr. G. E.

Longyear.



9524—Miniature Revues—How's That? ... John Thorne & Co.
9525—Miniature Revues—How Do You Do? John Thorne & Co.
9689—Fourth Form at St. Michael's Will Hay.
9671—From My Window in Vanity Fair Billy Bennett.
9468—Sailing Up the Clyde Will Fyffe.
9413—London Street Noises
Leicester Square—Brompton Road.

THE ANDERSON MUSIC CO., LTD.

MARTINI ROSSI VERMOUTH

The Queen of Italian Wines

CALDBECK, MACGREGOR & CO., LTD.

(Incorporated under the Companies' Ordinances of Hong Kong.)

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G. FALCONER & CO., (HONG KONG) LTD.

WATCHMAKERS & JEWELLERS
DIAMOND MERCHANTS.

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Agents for:—ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
ENGLISH SILVERWARE, direct from Manufacturers.
High Class English Jewellery.

JUST ARRIVED

PIPES

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LATEST STYLES
in all
LEADING MAKES



In association with the Grand Hotel des Wagons Lits, Peking.

**The Weekly paper that saves you
the trouble of writing Home.**

No. 3A, WYNDHAM STREET—PHONE C. 22.

11-22-68

Silver Forward . . . 19 8/18
—British Wireless Service.

Special Menus for Private Parties.

Opening Daily Official Quotations 20th March, 1930.

| STOCK | Buy- ers | Sell- ers | Sales | Norm. | Fin. year | Last dividend and when paid |
|--|-------------|--------------|--------|---------------------------|------------------|--|
| Banks. | | | | | | |
| Hong Kong Bank ... \$ | ... | 1880 | ... | ... | Dec. | Final 24 a/c 1929 ex. 1/71 @ 40.23 |
| Chartered Bank ... \$ | ... | ... | ... | 18 | Dec. | Final 1/2 bonus 9/2 Final 1/2 a/c 1929 |
| Mercantile Bk., A.A.B. / C. Z. | ... | ... | ... | 29 151 | Dec. | Final 20/1 a/c 1929 less 1/2 tax |
| Bank of Asia ... \$ 90 | ... | ... | ... | ... | Dec. | \$3 for 1929 |
| Insurances. | | | | | | |
| Canton Ins. \$ 770 | ... | ... | ... | ... | Dec. | Final 223 for 1927 Interim 118 a/c 1928 |
| Union Ins. \$ 998 | ... | ... | 400 | ... | Dec. | Final 104 a/c 1928 Interim 24 a/c 1928 |
| China Underwriters ... \$ | ... | 14 | ... | ... | Dec. | None |
| China Fire Ins. \$ 340 | ... | ... | ... | ... | Dec. | Final 22 bonus 9/2 for 1927 Interim 24 a/c 1928 |
| H. K. Fire Ins. \$ 900 | ... | ... | ... | ... | Dec. | \$47 for 1928 |
| Shipping. | | | | | | |
| Douglases ... \$ | ... | 28 1/2 | ... | ... | Dec. | Last dividend for 1924 |
| H. K. Steamboat ... \$ 27 | ... | ... | 27 1/2 | ... | Dec. | \$1.50 for 1929 |
| Indo-China (Pref.) ... \$ | ... | ... | ... | 43 | Dec. | 124 ex. 2/1 on preferred for 1924 and 1925 |
| Shell Transports ... \$ | ... | ... | ... | 70 | Dec. | Last dividend for 1924 |
| Union Waterboats ... \$ 25 | ... | ... | ... | ... | Dec. | Final 24 Coupon No. 53 free 1/2 a/c 1929 |
| Mining. | | | | | | |
| Berguits ... \$ 6.65 | ... | ... | ... | ... | Dec. | Interim 20 centavos a/c 1929 |
| Kailan Mining Ad. s/- | ... | ... | ... | 50/- | June | Final 2/- free 1/2 tax for 1924 and 1925 |
| Langkat (Comb.) Tls. (Single) Tls. | ... | ... | ... | 13.60 7 1/2 | Oct. | Last div. for year 21-10-27 |
| S'hai Exploration Tls. | ... | ... | ... | 1.50 | Dec. | None |
| Loans Tls. | ... | ... | ... | 5 | Dec. | Last dividend for 1926 |
| Raub Tls. | ... | ... | ... | ... | Mar. | Second Int. 1/- a/c year 51-5-30 |
| Trenoh Mines s/- | ... | ... | ... | 21/- | Dec. | 4 1/2 lbs. tax Coupon No. 91 |
| Docks, Wharves, Godowns, &c. | | | | | | |
| H. K. & S. Wharves ... \$ 145 1/2 | ... | ... | ... | ... | Dec. | \$0 for 1929 |
| H. K. & W. Docks ... \$ 39 | ... | ... | ... | ... | Dec. | Last dividend for 1924 |
| China Providents ... \$ 5.03 | ... | ... | 6.15 | ... | Dec. | Last dividend for 1924 |
| Hongkows Tls. | ... | ... | ... | ... | Dec. | Final 7, 12 a/c 1929 |
| N. Engineering Tls. | ... | ... | ... | ... | Dec. | 7 1/2 \$0 for 1929 |
| Shanghai Docks Tls. | ... | ... | ... | ... | Apr. | T. 7.00 for year 30-4-29 |
| Cotton Mills. | | | | | | |
| Ewo Cottons ... Tls. | ... | ... | ... | 13.60 | Dec. | Final T. 2 a/c 1929 |
| S'hai Cotton (old) Tls. (new) Tls. | ... | ... | ... | 80 78 | (Apr. & Oct.) | (T. 2.50 old) for half year (T. 1.45 new) 30-4-29 |
| Zoong Sing Tls. | ... | ... | ... | ... | June | T. 2.00 for year 30-6-29 |
| Lands, Hotels & Buildings. | | | | | | |
| H.K. & S. Hotels ... \$ 12.65 | ... | ... | ... | 12.70 | Dec. | Last dividend for 1924 |
| H. K. Lands ... \$ 65 | ... | ... | ... | ... | Dec. | Final 24 a/c 1929 |
| Shanghai Lands Tls. | ... | ... | ... | 240 | Dec. | Final T. 6 a/c 1929 |
| Humphreys Tls. | ... | ... | ... | 14 | Dec. | \$1 for 1928 |
| H. K. Realities ... \$ | ... | ... | ... | 8.30 | Dec. | Final 30 cents a/c 1929 |
| Chinese Estates ... \$ | ... | ... | ... | 08 | Feb. | \$4 for year 23-2-29 |
| Public Utilities. | | | | | | |
| H. K. Tramways ... \$ | ... | ... | ... | 19.00 | Dec. | Final 50 cents a/c 1929 |
| Peak Trams (old) \$ (new) \$ | ... | ... | ... | 11 1/2 6.05 | Apr. | \$1 on old for year 10 cts on new 30-4-29 |
| Star Ferry ... \$ 67 | ... | ... | ... | ... | Dec. | \$4 for 1929 |
| China Light ... \$ 201 | ... | ... | ... | 21/21.10 | Sept. | Final etc. 45 (old) for year cents 10.75 new 10 1/2 |
| H. K. Electric ... \$ 204 | ... | ... | ... | 604 | Dec. | \$2.50 for 1929 |
| Macao ... \$ 23 | ... | ... | ... | ... | Dec. | \$2.50 for 1929 |
| Sandakan Lights ... \$ 44 | ... | ... | ... | ... | June | None |
| H.K. Telephones ... \$ 11 | ... | ... | ... | ... | Dec. | Final 10 cents a/c 1929 |
| China Buses Tls. | ... | ... | ... | 104 1/2 | Dec. | T. 2.00 for 1928 |
| S'por (Traction) (Ord.) s/- (Pref.) s/- | ... | ... | ... | 10/- 10 1/2 | Sept. | 11/2 on preference shares (Subject to income tax) |
| Industrial. | | | | | | |
| China Sugars ... \$ 80.00 | ... | ... | ... | ... | In Liquidation. | ... |
| Malison Sugars ... \$ | ... | ... | ... | 37 | Dec. | Pa. 3 for 1923 |
| Cald. Macg. Ord. Tls. Pref. Tls. | ... | ... | ... | 10 10 | Dec. | Incorporated in May 1929 |
| Canton Ice ... \$ | ... | ... | ... | 9 1/2 | July | None |
| Cements (comb.) ... \$ 14.35 (old) ... \$ (new) ... \$ | ... | ... | ... | 14 1/2 104 1/2 4.05 | Dec. | Final 20 cents on old 10 cents on new for 1929 |
| H. K. Ropes ... \$ 6 | ... | ... | ... | 6 | Dec. | Last dividend for 1924 |
| United Asbestos ... \$ 5 | ... | ... | ... | ... | ... | ... |
| Stores, &c. | | | | | | |
| Dairy Farms ... \$ 20 1/2 | ... | ... | ... | ... | Dec. | \$1.50 for 1929 |
| Watsons ... \$ | ... | ... | ... | 11 1/2 | Oct. | \$0 cents for year 21-10-28 |
| Der A Wings ... \$ 80.00 | ... | ... | ... | ... | ... | ... |
| Lane Crawford ... \$ | ... | ... | ... | 2.65 | Feb. | Last dividend for year |

Sport Columns

HOME FOOTBALL

Notts Forest Beat the Throstles

London, Yesterday.
In the Second Division League game between West Bromwich Albion and Notts Forest, played at Birmingham, the Forest won by 3 goals to 1.—Reuter.

League Table to Date

| Division II. | P. | W. | D. | L. | F. | A. | Pts. |
|--------------|----|----|----|----|----|----|------|
| Oldham | 32 | 18 | 9 | 5 | 72 | 35 | 45 |
| Blackpool | 32 | 21 | 3 | 9 | 79 | 60 | 45 |
| Sheff. Wed. | 32 | 16 | 11 | 5 | 61 | 34 | 43 |
| Bury | 32 | 17 | 4 | 12 | 67 | 56 | 38 |
| Bradford | 32 | 15 | 8 | 10 | 60 | 57 | 38 |
| Cardiff | 32 | 15 | 6 | 12 | 48 | 42 | 36 |
| Southampton | 32 | 14 | 7 | 12 | 61 | 58 | 35 |
| Wolves | 32 | 13 | 8 | 12 | 59 | 61 | 34 |
| Charlton | 32 | 11 | 11 | 10 | 51 | 40 | 33 |
| Tottenham | 32 | 12 | 9 | 12 | 50 | 48 | 33 |
| Stoke | 32 | 12 | 8 | 14 | 62 | 61 | 32 |
| West Brom. | 32 | 13 | 5 | 15 | 79 | 66 | 31 |
| Notts Cntry. | 32 | 9 | 13 | 11 | 48 | 49 | 31 |
| Notts For. | 32 | 11 | 11 | 11 | 48 | 57 | 33 |
| Millwall | 32 | 7 | 15 | 11 | 47 | 59 | 29 |
| Reading | 32 | 9 | 11 | 14 | 44 | 58 | 29 |
| Preston N.E. | 32 | 10 | 9 | 14 | 61 | 67 | 29 |
| Hull | 32 | 11 | 6 | 14 | 42 | 58 | 28 |
| Bradford C. | 32 | 9 | 10 | 14 | 50 | 61 | 28 |
| Barnsley | 32 | 9 | 8 | 16 | 44 | 60 | 26 |
| Swansea | 32 | 8 | 9 | 17 | 42 | 59 | 25 |
| Bristol C. | 32 | 8 | 7 | 17 | 47 | 70 | 23 |

LOCAL FOOTBALL

Two Matches in Division II.

The game between Kowloon and the Club de Recreo, which was to have been played yesterday, was cancelled owing to the Recreo not being able to raise a team. The Recreo cancelled the game at 2 p.m.

Only two League matches were played, both in the Second division, and resulted as follows:—

Ewo 3 South China "B" 1
University 2 H.K.F.C. 2

EWO v. SOUTH CHINA "B"

South China "B" won the toss and faced the sun. Ewo were soon on the offensive and after five minutes' pressure Fung King-yu ran up his wing to centre for Kam Sik-wai to head into the net. Ewo increased their lead eight minutes before the interval by Ho Yan-tin scoring from a melee in the goal mouth. Half time found Ewo holding a well-deserved lead of two goals.

South China played well in the second half, and were unfortunate in not scoring more than one goal. Tang Hong-sing increased Ewo's lead, but the "B" team were not discouraged, and fought pluckily. In the last minute of the game, South China gained their only goal through Lau Hing-cheung, who had kept goal magnificently, putting the ball into his own net.

Result: Ewo 3, South China "B" 1.
Ewo—Lau Hing-cheung; Chan Mok-sing, Lam Ho-yin; To Ho-hang, Tang Kam-long, To Ho-ching; Ho Yan-tin, Kam Sik-wai, Tang Hong-sing, Chow Yui-fai and Fung King-yu.
South China "B"—Chu Fook-to; Dui Sze-chuen, Chang Chung-tai; Lai Kong-kum, Li Shui-hong, Lai Ting-wai, Kwok Hoi-ang, Tang Lai-chuen, Li Man-tin, and Ah Lee-hang.

UNIVERSITY v. CLUB

The University won the toss and took advantage of a slight breeze. The Club soon looked dangerous and after seven minutes' play Hynes scored from a pass on the right. The University efforts were rewarded by beating Sterling. Upon the interval Peers regained the lead.

After resuming, the University scored the equaliser.

| Goals. | P. | W. | D. | L. | F. | A. | Pts. |
|--------------|----|----|----|----|-----|----|------|
| K.O.S.B. | 25 | 23 | 2 | 5 | 113 | 17 | 48 |
| Royal Navy | 20 | 10 | 3 | 7 | 71 | 33 | 33 |
| S. China "A" | 20 | 10 | 1 | 9 | 66 | 16 | 33 |
| Chinese "A" | 18 | 15 | 2 | 1 | 59 | 18 | 32 |
| Somersets | 21 | 13 | 8 | 5 | 54 | 27 | 29 |
| Eastern | 19 | 8 | 2 | 9 | 35 | 42 | 18 |
| Kowloon | 18 | 8 | 2 | 8 | 27 | 39 | 18 |
| St. Joseph's | 20 | 7 | 3 | 10 | 43 | 51 | 17 |
| R.A. | 23 | 7 | 3 | 13 | 28 | 48 | 17 |
| S. China "B" | 20 | 5 | 3 | 12 | 31 | 60 | 13 |
| Chinese "B" | 20 | 5 | 2 | 13 | 24 | 48 | 12 |
| R.A.M.C. | 24 | 4 | 4 | 10 | 26 | 60 | 12 |
| University | 21 | 5 | 2 | 14 | 16 | 59 | 12 |
| Ewo | 19 | 3 | 4 | 12 | 19 | 60 | 10 |
| Club | 19 | 1 | 4 | 14 | 11 | 61 | 6 |

KOWLOON v. CHINESE "B"

The match was not played as a League game as previously arranged, due to the fact that Kowloon could muster only three or four of their reserve eleven. Some first eleven then

were included in the side and a friendly match was the outcome.
Result: Kowloon 2, Chinese "B" 1.

Sunday Herald Cup Trial

With a view to selecting a team to meet China in the final of the Sunday Herald Charity Cup next Saturday, a trial game was played on the H.K.F.C. ground yesterday between a selected Scottish team and the Somersets. The Somersets were at full strength with the exception of Baker and Butcher, their places being taken by Guest and Ewitt.

The teams lined up as follows:—
Selected Team—G. Rodger, Jones and Bayly; Gilchrist, Oram and McBride; Bell, Manson, McShane, Scobie and Scott.
Somersets—Hall; Huish and Hayward; Troth, West and Harris; Rayson, Guest, Earley, Bewley-Bull and Ewitt.

Result: Somersets 3; Selected Team 2.

Our Sports Diary

LOCAL

Football—To-day—Hong Kong Football Club, extraordinary meeting, 5.30 p.m.

Saturday—Senior: Sunday Herald Cup Final: Division II Eastern v. R.A., Ewo v. Club, Kowloon v. Navy, S. China "B" v. Somersets, Recreo v. University.

April 5—Junior and Senior Shield Finals.

Tennis—To-day—H.K.C.C. Tournament (weather permitting).

Racing—Saturday—Second Extra Race Meeting.

Cricket—Saturday—Division I: H.K.C.C. v. C.S.C.C.; Division II: Police v. Indians; Friendly—Division I: K.C.C. v. Navy; Division II: R.E. & S. v. H.K. Electric, C.S.C.C. v. H.K.C.C., Recreo v. K.C.C., C.C.C. v. Lane, Crawford Ltd.

Athletics—To-day—St. Paul's College Athletic meeting, Caroline Hill, 2 p.m.

Saturday—Annual University Sports, Pokfulam. Half Mile open 4.15 p.m. and Relay Race open 4.30 p.m.

Hockey—To-day—Club de Recreo v. Y.M.C.A., King's Park, 5 p.m.

Friday—Club v. University II, King's Park, 5 p.m.; Hockey Club v. Tamar, King's Park, 5 p.m.

Rifle Shooting—April 20 and 21—Volunteers' annual rifle meeting, Stonecutters.

HOME

Association Football—March 22—English and Scottish Cups—Final Ties.

Rugby Football—March 22—Army v. Royal Air Force, Twickenham.

April 21—France v. Wales.

Racing—March 22—Imperial Cup Sandown Park.

March 23—Grand National, Liverpool.

March 29—Liverpool Hurdle Race; Champion Steeplechase, Liverpool.

Hockey—March 22—England v. Scotland.

March 29—Ireland v. England.

Athletics—March 22—International Cross-Country Race.

Golf—March 25—Oxford v. Cambridge, Hoyalake.

Motor Cycling—March 22—Leeds M.C. Open 2200 Trial.

Hilliards—February 21 to March 29—Amateur Championship, London.

GOLF

The play off for the Adamson Cup (1929) in the Junior Section of the Royal Hong Kong Golf Club resulted in a win for E. Moore, who beat A. J. W. Dorling in the final tie.

The following have been selected to represent the Civil Service Cricket Club in their matches on Saturday:—

1st Eleven v. H.K.C.C. League, H.K.C.C. ground.—B. D. Evans (Captain), F. J. de Rome, J. E. Richardson, E. W. Hamilton, E. B. Reed, J. Barrow, F. Baker, F. H. Holdman, S. Balfour, D. R. Kelly, and D. M. McDougall.

2nd Eleven v. H.K.C.C., friendly, C.S.C.C. ground.—F. E. Booker (Captain), R. S. W. Paterson, H. F. Harper, R. R. Davies, V. H. Freeman, H. E. Strange, W. H. Edmunds, E. Hims-worth, J. F. Willmet, R. G. Robertson, and V. Chittenden.

Recreio's Team
The following will represent the Recreio in a friendly match against the Kowloon C.C. at King's Park on Saturday: L. J. Gutierrez, H. A. Alves, H. A. Barros, H. M. Xavier, F. J. Remedios, D. P. Xavier, M. F. Pinna, J. H. Figueiredo, C. M. Sousa, A. P. Pereira and F. H. Carvalho.

HOCKEY
The following will represent Club de Recreo in a hockey match against the Y.M.C.A. to-day, at 5 p.m. at King's Park:—

H. Barros, H. J. Noronha, R. Silva Netto, H. A. Noronha, F. Barros, F. V. Ribeiro, J. A. de V. Soares, A. V. Remedios, A. M. Xavier, C. d'Almada e Castro, A. P. Eca da Silva.

The following will represent the Hong Kong Hockey Club "A" XI in their match with H.M.S. Tamar tomorrow, at 5 p.m. at King's Park:—

W. B. Borrowman, A. Dand, G. Rankin (Captain), J. W. Arber, A. A. R. Botelho, E. R. West, Major Kerrich, D. M. McDougall, T. R. Rowell, L. G. Frost and R. W. Sapsed.

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RACING

Lincolnshire and Grand National

VATOUT AND EASTER HERO

Next week will see racing at Home come really into its own after the hurdle season, for the Lincolnshire Handicap will be run on Wednesday and the Grand National Steeplechase on Friday.

For the Lincolnshire, expert opinion is still very open, but pride of place is held by Vatout, with Guard's Parade next in favour.

For the Grand National all the mail papers to hand have been doing nothing but boom Easter Hero, with Gregalach and Grakle next in favour.

The chances of the probable starters may be gauged by the following prices supplied to the China Mail by Mr. Frank Haytor:

Lincolnshire

| | |
|------|----------------|
| 10-1 | Vatout |
| 14-1 | Guard's Parade |
| 16-1 | Corduroy |
| 18-1 | Pachalik |
| 20-1 | Square Rock |
| 20-1 | Porthole |
| 20-1 | Portraitist |
| 20-1 | Arctic Light |
| 20-1 | Calabro |
| 25-1 | Song of Essex |
| 25-1 | Lady Starlight |
| 25-1 | Slip |
| 25-1 | Stalactite |
| 30-1 | Orbidos |
| 30-1 | Elton |
| 30-1 | Garrock |
| 30-1 | Navigator |
| 30-1 | Unslapagaas |
| 30-1 | Lush Romance |
| 30-1 | Polar Bear |
| 40-1 | San Marino |
| 40-1 | Rosillo |

National

| | |
|------|---------------|
| 6-1 | Easter Hero |
| 9-1 | Gregalach |
| 10-1 | Grakle |
| 16-1 | Great Span |
| 20-1 | K.C.B. |
| 25-1 | Kilbuck |
| 25-1 | Master Billie |
| 30-1 | Morivale II |
| 30-1 | Patron St. |
| 30-1 | Rhythmic |
| 30-1 | Sanders |
| 30-1 | Sandy Hk. |
| 30-1 | Shawn Goin |
| 30-1 | Sir Liny |
| 30-1 | Trump Card |
| 40-1 | Arden |
| 40-1 | Ballywood |
| 40-1 | Big Wonder |
| 40-1 | Delarue |
| 40-1 | Gate Book |
| 40-1 | Kingsford |
| 40-1 | May King |

CRICKET

Some of the Teams for Saturday

The following have been selected to represent the Civil Service Cricket Club in their matches on Saturday:—

1st Eleven v. H.K.C.C. League, H.K.C.C. ground.—B. D. Evans (Captain), F. J. de Rome, J. E. Richardson, E. W. Hamilton, E. B. Reed, J. Barrow, F. Baker, F. H. Holdman, S. Balfour, D. R. Kelly, and D. M. McDougall.

2nd Eleven v. H.K.C.C., friendly, C.S.C.C. ground.—F. E. Booker (Captain), R. S. W. Paterson, H. F. Harper, R. R. Davies, V. H. Freeman, H. E. Strange, W. H. Edmunds, E. Hims-worth, J. F. Willmet, R. G. Robertson, and V. Chittenden.

Recreio's Team
The following will represent the Recreio in a friendly match against the Kowloon C.C. at King's Park on Saturday: L. J. Gutierrez, H. A. Alves, H. A. Barros, H. M. Xavier, F. J. Remedios, D. P. Xavier, M. F. Pinna, J. H. Figueiredo, C. M. Sousa, A. P. Pereira and F. H. Carvalho.

HOCKEY
The following will represent Club de Recreo in a hockey match against the Y.M.C.A. to-day, at 5 p.m. at King's Park:—

H. Barros, H. J. Noronha, R. Silva Netto, H. A. Noronha, F. Barros, F. V. Ribeiro, J. A. de V. Soares, A. V. Remedios, A. M. Xavier, C. d'Almada e Castro, A. P. Eca da Silva.

The following will represent the Hong Kong Hockey Club "A" XI in their match with H.M.S. Tamar tomorrow, at 5 p.m. at King's Park:—

W. B. Borrowman, A. Dand, G. Rankin (Captain), J. W. Arber, A. A. R. Botelho, E. R. West, Major Kerrich, D. M. McDougall, T. R. Rowell, L. G. Frost and R. W. Sapsed.

GOLF
The play off for the Adamson Cup (1929) in the Junior Section of the Royal Hong Kong Golf Club resulted in a win for E. Moore, who beat A. J. W. Dorling in the final tie.

The following will represent the Hong Kong Hockey Club "A" XI in their match with H.M.S. Tamar tomorrow, at 5 p.m. at King's Park:—

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THE MOTORISTS' PAGE

In The Latest Colmore Cup Trial

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(for Next Best Side-Car Performance)

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SOLE AGENTS.

MODERN FAMILY

Requires Car for Every Member

Mr. L. A. Miller, President, the Willys-Overland Company, writes:

Not so many years ago, one automobile was sufficient for the entire family. Soon, however, it became increasingly necessary for the average family to possess two cars. With lower prices and the more exacting demands of modern day life, this idea of multiple cars has been even further expanded until the modern family is rapidly reaching the point where every member will have his or her own automobile.

The reasons for this are obvious. When motor cars were new, it frequently was the case that only one member of the family knew how to drive. Usually the head of the family did the driving and when he was at business or away from home, the others were deprived of the use of the car. Gradually the other members of the family learned to drive.

The women took to driving and liked it. They were quick to appreciate the manifold advantages of a motor car in their everyday lives. It took them to market and it enabled them to complete their shopping rapidly and comfortably. Furthermore, distance was no barrier and with a car they could easily go ten or fifteen miles out of their way to obtain better prices and better market products. In the afternoon, it enabled them to visit friends and relatives. The motor car became such a part of their daily lives that they soon found it not only convenient but necessary to have their own car.

The older children, too, needed their own car. It took them to school and in many cases they were able to attend better schools which would have been too far from their homes and too hard to get to were it not for the car. Young women in thousands of homes found they needed motor cars to keep their engagements and to get them to their friends and to the shops and theatres.

Lower prices with improved quality such as are found in the Willys Six have made it economical for a family to own several cars. So the car-for-every-member-of-the-family idea is a natural evolution of two-car-per-family idea. There is no reason why every family should not have sufficient motor cars for every member. The husband or father has his own uses for a car—in business, for pleasure, for entertainment. The wife and mother finds a car a highly necessary adjunct, not only to modern social life, but to modern housekeeping. The grown children of to-day have numerous needs for a motor car.

Perhaps the mere thought of selling every family a car for every member would have been considered ludicrous a few years ago. To-day, however, automobile merchants and manufacturers are cognizant of the fact that every family is a prospect, regardless of the fact that the family already has one, or even two cars. Unless there is a car for every member, the family of to-day and even more so the family of tomorrow is not 100 per cent. motorized. No longer is it true that two cars meet every demand.

MOTOR CYCLES

Spurt in Industry in Japan

London, Feb. 6.

Motor cycles are apparently becoming more and more popular in Japan, as the figures for 1928 show an increase over the 1927 figures of 295 machines supplied by British manufacturers. The figures for 1929 are expected to be even greater. The Japanese are also apparently buying more and more British-made motor cycle engines as distinct from complete machines. These are being used to provide motive power for a type of light parcel car which is rapidly gaining favour among the Japanese tradesmen. This vehicle consists of a motor cycle, the rear wheel of which is replaced by a two-wheeled frame carrying a delivery box. Seven firms in Western Japan are said to be engaged on the production of these particular cars, most of which are fitted with British engines.

IGNITION TROUBLE

Talk on Some Common Causes

It can be safely assumed that if there is misfiring that current is being generated. On the other hand, there is the possibility of the ignition cutting-out completely, which proves trouble at its source.

The first detail to suspect is the contact breaker—a sticking rocker which keeps the contact permanently open. It is not so frequent a defect as it used to be, owing to the improved construction adopted. If, however, it does occur, it is a simple matter to detach the rocker by releasing the spring holding it; then clean the pivot pin thoroughly. The hole in the fibre insulating bush will also require touching up, but not with a round file or drill on any account. Use a tightly rolled-up piece of the finest emery paper to twirl inside the hole to clean it. The cause of a sticking rocker is damp having got into the magneto. If a car is left standing in a damp garage this trouble may occur.

In the case of coil ignition this is not self-generating, as is the magneto, and any cutting-out would indicate that current was not passing through the coil. Therefore, the two terminals on the coil should be examined to ensure that the primary leads are connected. Usually these are so well secured that it is unlikely a disconnection would occur. A lead might conceivably break, in which case a new section can easily be put in. It should be kept in mind that a loose connection at the coil might cause misfiring.

Any serious internal fault in either coil or magneto which may cause cutting-out can only be remedied by the manufacturers or repairers, as it would be a case of a fault in the windings. In an extreme instance of complete breakdown, another unit must be obtained, not a difficult matter, thanks to standardisation.

Deteriorated Plug Leads

Faults in the plug leads, though very infrequent, unless the leads have been many years in use, comprise leakage or short-circuiting due to deterioration of the insulation, which may have developed cracks through which the current will spark to an adjacent lead in a similar condition. It is always advisable to replace these leads with new sections rather than to wrap them with insulating tape. This method, however, may be adopted for an emergency and temporary repair if a lead has short-circuited on to a metal part and thereby chafed or worn through.

The Sparking Gap

The setting of the gap of the make-and-break on the contact breaker of a magneto is a matter of particular importance. This setting is determined by the manufacturers, who either supply a steel gauge or state, in their instruction booklet the width of the gap in thousandths of an inch, so that the ordinary standard thickness gauges can be used. These are sold by all leading accessory concerns.

The Cut-out

A magneto is usually provided with a switch on the fascia board, which is connected by a single wire to a terminal on the cover of the make-and-break. If this wire should become loose at the terminal the magneto will not switch off definitely, but the firing will continue jerkily. If the switch wire becomes detached the magneto cannot be switched off. Misfiring may be caused if the switch wire should touch the frame at any point through the insulation being worn or damaged.

Coil Ignition

Now that coil ignition is so largely used it is important to keep in mind that the battery is the source of current. If, by any mischance the battery should get completely run down, the engine could not be started until an auxiliary battery was connected up. A run-down battery will, however, recover sufficient voltage to work the coil if it be allowed to rest on open circuit from one to two hours.

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FOR five thousand years or more consumers, again and again, have been "stung." Every living person everywhere is the offspring of ancestors every one of whom, for hundreds of generations, has been fooled, deluded, cheated, robbed, by the wiles of sellers. It may or may not be true that most people are marons, with the intelligence of a ten year old child, but it is certain that most people have a wonderful capacity, developed in sheer self-defence for generations, for protecting their pocketbooks.

We know perfectly well that no stranger will believe a word of what we say about the remarkable quality of the NEW MOBILOIL unless and until we prove it. We also know that no motorcar owner will believe that the NEW MOBILOIL is the most efficient and economical motorcar engine lubricant yet produced.

"The proof of the pudding is in the eating."

Likewise, the proof of the quality, efficiency and economy of the NEW MOBILOIL is in a practical test. Please test the particular grade recommended for the lubrication of your motorcar engine; but first drain off the old oil while the engine is hot.

Like hundreds of thousands of other motor-car owners, you will find the NEW MOBILOIL a real pocketbook protector.

VACUUM OIL COMPANY

BUYERS' GUIDE

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CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHRYSLER MOTOR CARS.—Republic Motor Co. of China 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
DE SOTO MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
GUY MOTOR PASSENGER BUSES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
OAKLAND.—Lane, Crawford, Ltd.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 83 Wong Nei Chung Road, Happy Valley. C.1247.
PACKARD MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C.1216 & 6252.
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PONTIAC.—Lane, Crawford, Ltd.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C.4759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.
TRIUMPH MOTOR CARS.—The Globe Automobile Co., Ltd., 1, Canton Road, Kowloon.
Vauxhall.—Lane, Crawford, Ltd.
WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gillman & Co., Ltd., 4a, Des Voeux Road C. Tel. C. 290.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. C.2173.

MOTOR TRUCKS AND TRACTORS.

BROCKWAY MOTOR TRUCKS.—The Asiatic American Co. Tel. C. 244.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
FARO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
G.M.C.—The Dragon Motor Car Co., Ltd., 83 Wong Nei Chung Road, Happy Valley. C.1247.
DODGE.—South China Motor Car Co., 38, Des Voeux Road. C. Tel. C. 5644.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
REO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.
WILLYS-KNIGHT & WHIPPET TRUCKS.—Gillman & Co., Ltd., 4a, Des Voeux Road C. Tel. C. 290.

MOTOR CYCLES.

B. S. A.—The Sincere Co. Ltd., Des Voeux Road. C.1067.
NEW HUDSON MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
RALEIGH MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
ROYAL ENFIELD MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
TRIUMPH MOTOR CYCLES.—The Globe Automobile Co., Ltd., 1, Canton Road, Kowloon.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road. C.4759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. K.226.
FISK TYRES.—Gillman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. C. 290.
WILLYS ACCESSORIES.—A. Lung & Co., 19, Queen's Rd. C. Tel. C. 1519.
BATTERIES.—Hongkong Hotel Garage, Queen's Road. C.4759.
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SMALL CAR DOOMED?

Increasing Popularity of the "Medium"

For many years now Great Britain has been a nation of small motor-cars. By small cars I mean vehicles of about 12 h.p. When the last census was taken it showed that there were in use no fewer than 229,897 vehicles of this type.

Of 14 h.p. cars there were 111,817, of 16 h.p. cars 44,802 and of 20 h.p. 13,402.

The 12 h.p. family vehicle was mainly the outcome of the horse-power tax. Manufacturers exercised their ingenuity to cheat the tax and produced small units giving forth almost incredible power in relation to their size.

This year there has been a marked change in the position. Small cars are still selling. But the vogue is definitely for larger cars of higher power. The medium-powered car has come into its own with a rush.

Factories are hard put to it to keep up deliveries. Some, in fact, have been so deluged with orders for cars of from 15 to 20 h.p. that they have had to start night shifts, and even then are behind with deliveries.

I prophesy that within two years the Medium-powered cars in use will easily outnumber the 12 h.p. or small family type.

What is the reason for the present popularity of the medium-powered car?

It is mainly a question of price. British medium-powered cars of 1930 are sufficiently inexpensive to counteract the higher horse-power disadvantage. After all there is only £3 difference in tax between a 12 h.p. and 15 h.p. car, and this is not much spread over three years.

Possibility Of Tax Reduction

There is a strong possibility that in the next Budget the horse-power tax will be reduced. I do not imagine there will be any general reduction in taxation. What we gain on the swings will be lost on the roundabouts. But if the horse-power tax is reduced, as anticipated, the position of the medium-powered car will be strengthened.

In many ways this is to the good. British manufacturers have now proved that they can make the medium-powered class of motor-car as cheaply as can their rivals.

New plant has been laid down for their development, and if, as there is reason to expect, a great new era of expansion in the Empire markets is coming, it is well that we should be prepared for events.

I do not think the small car will disappear altogether. I have the greatest admiration for this type, and I should imagine it will still serve a useful purpose in this country. But I think that the medium-powered car will soon be the chief type in use.

The small car must not be confused in this respect with the "baby" car, which is selling this year in greater numbers than ever. It is being used extensively as a sort of "dinky" to the larger car, and has introduced the two-car standard to thousands of families. Women love them.

More than 50 per cent. of the "Wayside Wit" jokes centre round the "baby."

This is a sure sign of popularity, especially in view of the fact that I am receiving these jokes in hundreds. When the old Ford dominated British roads the humorists got busy. Henry Ford, it is said, made a collection of these jokes. Most of them were at the expense of his product; some of them were very rude. But he regarded them as fine publicity. I should advise Sir Herbert Austin and Sir William Morris to get their scrap-books ready.—Harold Pemberton in Daily Express.

INFANTRY AWHEEL

Motorisation of U.S. Army Under Test

Motorisation of infantry is being effected generally at this time in the armies of the world and the United States Army is at present conducting its first experiment along this line at Camp Eustis, Lee Hall, Va. It is the 34th infantry that no longer has to hike with the slow military tread, riding instead in a fleet of fifty-six Chevrolet passenger cars and trucks. Extensive manoeuvres, which have been conducted since last August have proved so successful that indications point to complete motorisation of the army within the next few years.

Formerly an army on the march considered two miles an hour a good average. The Camp Eustis experiments with the Chevrolet caravan has shown that it is possible to move a regiment with all its necessary supplies at an average speed of fifteen miles an hour. Another advantage that has been discovered is that cross-country travel has been found practical anywhere the ground is hard. A tractor, included in the equipment, carries a lead horse for emergency purposes. To-day several regiments of British troops are being moved by motor-cars. Through the British and American experiments it has been definitely learned that completely motorised units can transport 800 men eight times more swiftly than they can travel afoot.

Aside from the slow speed of animals there is the added inefficiency of mules and horses carrying heavy loads of food for the other animals and themselves. One truck can carry 900 gallons of gasoline, an adequate reserve supply for the entire motor force. Included in the present equipment of the Camp Eustis unit are 18 Chevrolet touring cars, 15 standard one and a half ton Chevrolet trucks, 14 Chevrolet trucks modified with two additional wheels in the rear, and nine Chevrolet pick-up trucks.

COACHWORK

The Influence of Conservatism

To the student of automobile technique, who naturally makes it his hobby or his business to watch the cause and effect of the leading tendencies, that grouped together are the material proof of progress, nothing should have been more interesting than to mark the way in which during recent years appearance has become an increasingly important element in motor car design. In point of fact, there never was a time when good looks were a negligible quantity. The pioneer designers were well aware of the value that the public would attach to them, and clearly showed this fact in a great many instances by constructing their vehicles, in external matters, so that they conformed as nearly as possible to horse-drawn traditions. Unhappily, their ideals never came within reach of realisation. Engines were refractory in those early days, and transmission systems far from reliable; hence it came about that appearance often had to be sacrificed to accessibility. This in course of time became a tradition in itself. Thus even today car designers put their engines under a bonnet, the main purpose of which is to allow the machinery to be easily got at. The bonnet idea has become one of the fixed stars in the automobile firmament, and it will probably remain so until some big car manufacturer, working on a really handsome scale, elects to break away from convention and entirely rearrange the organs and seating accommodation of the vehicle as a whole.

The motor car comes into the same class with the ocean liner and the locomotive. This is to say, such beauty as it possesses is essentially intrinsic. It appeals to the eye by reason of its lines. Everybody must have noted how in recent years a number of designers have raised the height of their bonnets and added sloping luggage trunks to the rear of their cars. To a very great extent their actions are utilitarian, but it cannot be denied that they constitute proof that the automobile engineer, having disposed of most of his technical troubles, is now instinctively groping after intrinsic beauty.

There are two main reasons why appearance in our road vehicles is becoming of paramount importance. One is that when we survey our possessions we want them to please the eye, and the other is because when we are abroad in them we want them to please the eyes of other people. So much so indeed is it the case that to-day it is no exaggeration to say that many cars sell upon their appearance. Their performance is almost taken for granted. In presenting an attractive line some manufacturers have, of course, made full use of the effects of colour schemes. If a car looks more pleasing in two colours than in one, then certainly it should have two colours. Ultimately this matter of appearance may take precedence of all other items in the specification of a car, and that in these circumstances it will lead to drastic changes in chassis design, as the coachbuilder will say to the motor engineer. "This is how the complete vehicle is going to look, and you must fit the components of the chassis into it as best you can." At present the coachbuilder is given the chassis upon which he has got to do his best to mount something beautiful. There are distinct limits to what he can achieve in this direction, and the more enterprising of his craft are beginning to see that this is the case. Developments in appearance are taking place more rapidly than they did owing to force of competition, but it is certain that to some extent they will be held back by prejudice or conservatism of many car owners who may think that a vehicle which savours of streamline form in its external shape, is a little too closely related to the racer to be entirely respectable. But that phase will pass in course of time when it is realised that the low-built, good-looking, fish-shaped car is not only safer, but cheaper to run.

fish troops are being moved by motor-cars. Through the British and American experiments it has been definitely learned that completely motorised units can transport 800 men eight times more swiftly than they can travel afoot.

COMFORT FIRST

Choose Your Accessories Wisely

Certain accessories, if wisely chosen, greatly add to the comfort of the driver and passengers. One notices cars fitted with luggage trunks from which it is difficult to remove the suit-cases, owing to the position of the spare wheel. This difficulty can easily be avoided, as there is a fitting that permits the spare wheel to swing out of the way when it is necessary to open the trunk.

Passengers seated in the rear compartment usually require head cushions and foot-stools if they are to be truly at ease on long runs. Narrow foot-rails are not sufficient support, yet one sees these in many vehicles. Head cushions should be hung by loops in the corners of a saloon and adjusted to support the nape of the neck and head of the user. Loose cushions are not much use, as every time the traveller shifts position the support drops out of place. In opening touring cars an air cushion form of bolster may be hung by straps on the rear squab in a suitable position to support the neck. This not only gives added comfort, but is also an antidote to back draught.

With all the progress made to render road touring easy, it is extraordinary how uncomfortable passengers can be made for want of a little thought. Badly adjusted seats, wrongly poised cushions, and a careless driver spoil many runs which might otherwise have been a pleasure. A driver who suddenly accelerates, takes corners too fast, and puts on the brakes fiercely, throws his passengers about to such an extent that it is with difficulty they retain their seats.

On such occasions the foot-stool is their anchor of safety coupled with arm-slings, if such are provided. Every driver should take a long tour as a rear seat passenger in order to learn what to avoid in his style of driving and the accessories necessary to provide his passengers with comfort.

WASHING THE CAR

Points for Owners to Remember

Washing cars nowadays is a simple matter in garages where up-to-date equipment is provided. A cellulose painted car can be washed by a pressure-fed plant and polished within forty minutes, whereas once the job took two to three hours. Touring motorists may often find it difficult to get cars washed in time for a reasonably early start in the morning. They should know garages in the towns and villages they may visit, where the latest facilities are provided. Otherwise they may find washing more difficult to get efficiently done than any other form of motor service. With chromium plating that requires wiping only and not polishing, a complete car wash and rub down can be done in half an hour where up-to-date plant is installed.

Some recent cars have a rotary air-filter, worked by a knob or handle on the dashboard, fitted as part of the carburettor. In order to keep this working properly the internal disc must be turned round occasionally, say, every 100 miles. All such filters catch the dust by means of oil. When cleaning, drain off the accumulated sludge through the plug provided, and wash the interior casing with petrol, rotating the disc quickly at the same time. Drain the dirty oil away, and let the filter dry before refilling.

Air cleaners are still rather new to motorists but the more modern car is developed to satisfy the requirements of all parts of the world, the greater the use that will be made of such fittings. Therefore, it is well to know how to look after them.

SPARK RETARDING

A Driving Hint for Car Owners

Small high-efficiency engines are very liable to knock if the driver attempts to force their speed up from a slow pace in top gear without using his spark lever. The reason for this becomes obvious when one considers the conditions during acceleration. As the engine is running at low speed on a nearly closed throttle the cylinders are only partially filled, and as the gas is mixed by the slow-running jet it is richer and slower burning than the normal supply. When the driver suddenly steps hard on the accelerator, the restriction is taken off the incoming gas, and the cylinders receive their full quota of fuel. Unfortunately the mixture is by no means homogeneous, and as the air commences to pour into the cylinders before the comparatively heavy petrol vapour has a chance to get under way, the mixture is

SHOCK FOR LADIES

Where Are the Car Victim's Trousers?

Singapore, Feb. 15. It was the peculiar experience of three young ladies in Collyer Quay recently to be arguing vigorously in a motor-car, and the next moment to hear a crash, and see an elderly Chinese in the road minus his trousers.

Where the trousers went to is still one of Singapore's unsolved mysteries. The police searched for them in the road, on the young ladies' car, and in the hospital ambulance, but they were nowhere to be found.

There was a sequel to the incident before the Criminal District Judge, Mr. C. H. G. Clarke, yesterday, when the Malay driver of the car was charged with causing grievous hurt by a rash and negligent act. He pleaded not guilty. The Chinese suffered a fractured leg and minor injuries.

The complainant, a coolie living at the 9th mile, Bukit Timah Road, said that on the evening of December 10 last he was going along Collyer Quay when he was knocked down by a motor-car. He heard no horn sounded and saw no cars and he was about to cross the road when he was hit. He was then removed to hospital in an ambulance. Had he heard a horn he would never have attempted to cross the road.

The Ladies' Evidence

Evidence was given by Miss E. Tredgold, of Namazie Mansions, Stamford Road. At about 6.20 o'clock on the evening of December 10, she was driving in a car along Collyer Quay with two other girls. She was seated in the front seat beside the accused, while her two friends were seated behind. The car was a private one. She was talking to the girls in the rear and therefore could not say whether she noticed any other traffic on the road at the time; neither did she notice the speed at which the car was travelling.

His Honour: Did you have any sensation of speed?—No, we were engaged in an argument.

Continuing, Miss Tredgold said that they were in front of the Asiatic Petroleum Company's offices when she suddenly heard a crash and the car pulled up in the middle of the road. It was then that she noticed a Chinese who was trying to get up from the road. The man had no trousers on and his right leg was injured. She told the accused to drive her to the Teluk Ayer police station from where she telephoned for the ambulance.

Chief Court Inspector Meredith: If there was no other traffic on the road at the time it would have been easy for the accused to avoid a man who was in the middle of the road?—Yes, I think so.

You don't know at what speed the car was travelling? You were not arguing about the speed?—No, it was about a hockey match. We had been playing hockey that afternoon.

A Careful Driver

Miss D. Poston of 7, Upper Wilkie Road stated in her evidence that she was one of the two who were seated in the rear of the car. They were talking at the time and did not notice anything until she felt a sudden bump. She then looked out and saw a Chinese fall on the road. The car was not damaged. The accused was her driver and the car which was a Morris Minor belonged to her. Sahamin was not in her employ now as he left of his own accord after the accident. Up to that time he had been a good and satisfactory driver.

Mr. Meredith: He was not a speed merchant?—No, he was a careful driver.

Miss Fairhurst gave similar evidence.

The accused stated that the complainant suddenly darted in front of the car and was knocked down. He immediately pulled up and lifted him to the side of the road. A trolley bus was on the same side of the road and he was watching this when the man was hit.

Mr. Meredith: On your own evidence you were not keeping a proper lookout?—(No reply).

His Honour said that it did not seem to be a case for a heavy penalty and imposed a fine of \$25 or one month in default. The fine was ordered to be paid to the complainant who is still an inmate of the hospital.—Straits Times.

weakened below normal and knocking is set up.

If, however, the driver retards the spark just before he pushes the accelerator pedal down, by providing a late spark he counteracts the rapid, burning tendencies of the weakened fuel, and thus knocking is avoided. Immediately after the accelerator has been pressed down the driver should commence advancing the spark, moving the lever gradually to the advance position to suit the rising speed of the engine. The secret of success in this connection is to make the movement of the spark lever synchronous perfectly with the demands of the engine, and if this control is expertly handled the acceleration will be sweet and astonishingly rapid.

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RAGING TRAFFIC

Determined Drive in Tokio

Miles W. Vaughn, Special Correspondent, United Press, writes:—

Police have started a determined drive to control Tokio's amazing traffic situation.

The streets of Japan's capital probably are the most difficult in the world for motorcar drivers and traffic accidents have increased to an alarming extent. American automobiles largely are responsible for the trouble.

Henry Ford started an assembling plant near Yokohama some four years ago and soon was followed by General Motors, with a big plant near Osaka. The two organisations made possible what many Japanese consider the worst pest of modern life in their cities—the "One Yen Taxi" or "Yentakku," as they are called by Japanese.

The partial payment plan of the American concerns encouraged thousands of young Japanese from the country to emigrate to the cities to enter the taxi business. With cheap American cars scores of small operators set up one yen taxi concerns, locking on the streets a flood of small machines which will haul a passenger anywhere within the city confines for one yen, or 50 cents gold.

The streets already were crowded with bicycles—there are more than half a million in Tokio alone—push carts, hand carts, horse-drawn waggon, rikshas, and foot traffic. When automobiles were added to the stream it became literally a raging torrent. In addition both Tokio and Yokohama have been widening and paving the majority of their streets as part of the reconstruction programme following the great earthquake. Streets are blocked in many places and they change their course from month to month with bewildering results.

The big bridges—there are hundreds of bridges over the canals and rivers of Tokio—present strange traffic streams which can hardly be equalled, even by the traffic streams through the great city gates of Peking. Carts and waggon drawn by oxen and cows, by horses and by men, compete with motorcycles, automobiles, motor trucks, tractors and cargo carriers who carry burdens on their backs. Big electric street cars and the electric interurban trains at places plough through the tangled mass followed by great motor buses which ply to and fro in all the districts of the city and between many country villages.

To cope with the situation police have tightened the regulations for issuing motor driving licences, established stop and go electric

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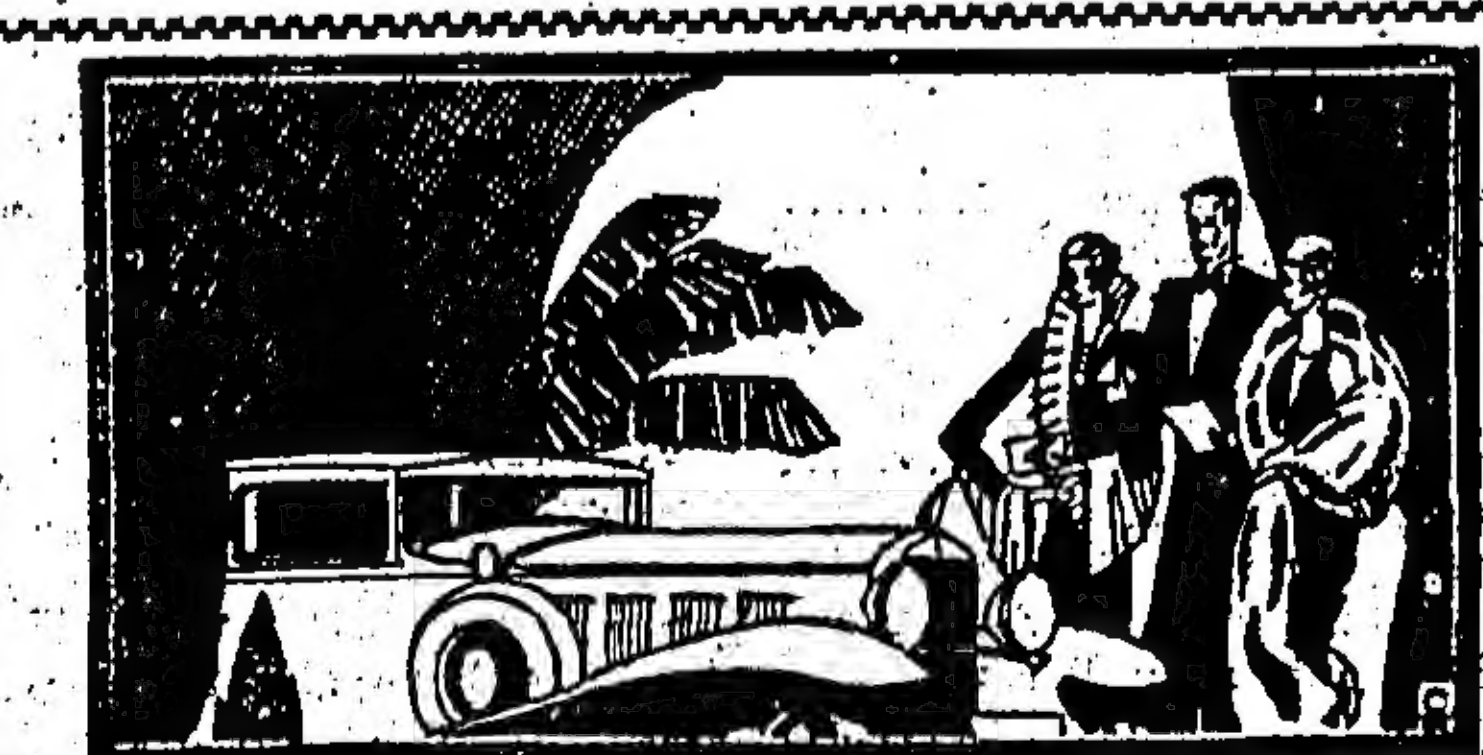


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signals at most busy intersections and are attempting to educate the people to walk on sidewalks or at least on the sides of the streets. The principal thoroughfares of the city now have sidewalks and are paved. Sides streets and alleys in the older parts of the capital, however, are much as they were hundreds of years ago.

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Thursday, March 20, 1930.
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RADIO NOTICES

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. & O. Building in Des Voeux Road, next to the General Post Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

List of vessels to be expected in wireless communication with Hong Kong Radio:—Tai Shan, Borneo, Empress of Canada, Yingchow, Korea Maru, Seattle Maru, Takao Maru, Tjisondari, Yuan Lee, Formosa, Tsinan, Tetsuzan Maru, Amagisan Maru, Limchow, Dekabrist, Grays Harbour, Cremer, and Kamo Maru.

INWARD MAILS

From THURSDAY, MARCH 20.
U.S.A. (San Francisco, Feb. 22), Honolulu,
Japan, Shanghai and Europe via (Siberia,
London, March 2) Tenyo Maru
Europe via Negapatam (Letters only, Lon-
don, February 20) Yuensang
Japan FRIDAY, MARCH 21.
Amoy Tjileboet
Japan & Shanghai Kamo Maru
SATURDAY, MARCH 22.
Calcutta and Straits Talma
Shanghai and Swatow Sunning
Europe via Negapatam (Papers only, Lon-
don, February 20) Talma
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OUTWARD MAILS

For THURSDAY, MARCH 20.
Sam Shui and Wuchow Fook On 4 p.m.
Shanghai and Europe via Siberia Lahn
Registration Mar. 20, 5 p.m.
Letters Mar. 20, 6 p.m.
FRIDAY, MARCH 21.
Amoy Yuen Sang 8.30 a.m.
Japan, Straits, Ceylon, India, Aka Maru 8.30 a.m.
Mauritius, E. & S. Africa, and South American Ports La Plata Maru 10.30 a.m.
Touane Chung Kong 5 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & Europe via Marseilles Kamo Maru
(Due Marseilles, April 20.)
R.P.O. G.P.O.
Registration Mar. 21, 4.30 p.m. Registration Mar. 22, 8.45 a.m.
Letters Mar. 22, 9 a.m. Letters Mar. 22, 9.20 a.m.
SATURDAY, MARCH 22.
Hohow and Bangkok Yingchow 9 a.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & Europe via Marseilles Tjileboet 10.30 a.m.

Subscribed correspondence only.

Printed and published for the Proprietors, The Newspaper Enterprise Limited, by DAVID CHRISTIAN WILSON, business manager, at No. 1, Queen's Street, Hong Kong.

BURDEN OF BRITISH WAR DEBT

TOTAL OF £279,473,000 PAID TO THE UNITED STATES

£200,000,000 OWING

Rugby, Yesterday.
Replying to a written Parliamentary question Mr. Philip Snowden, Chancellor of the Exchequer, says that the total sums paid to the United States on account of the British War Debt by the end of the present financial year will be £279,473,000. Against this we shall have received to the same date approximately £98,000,000 on account of reparations and £48,825,000 on account of Allied war debts. The aggregate receipts, therefore, fell short of the aggregate payments by over £132,648,000. The deficiency is close on £200,000,000. If the interest on past payments and receipts is taken into account—British Wireless Service.

LILLIPUT KINGDOM

Prince of Montenegro's Claim for Damages

"HELD TO CONTEMPT"

Paris, Yesterday.
Prince Danilo of Montenegro has been awarded £800 damages against the Gaumont Metro-Goldwyn Film Company in connection with the film version of "The Merry Widow," on the ground that

INTERCESSION BY CHURCH OF ROME

PRAYERS IN ITALY & NEW YORK FOR PERSECUTED RUSSIANS

RELIGIOUS FREEDOM

New York, Yesterday.
At the request of the Pope, Masses were said in all the Catholic Churches in the Arch-diocese of New York as a protest against the religious persecutions in Russia.—Reuter's American Service.
Rome, Yesterday.
Cardinals of the Diplomatic Corps and other eminent men attended St. Peter's at Low Mass offered by the Pope to-day in intercession for the return of peace and religious freedom in Russia.—Reuter.

Anti-Church Campaign
Berlin, Yesterday.
A Communist anti-church campaign was inaugurated early this morning.

Gangs smashed lanterns with illuminated Bible texts affixed to the entrances to two Protestant churches, and beamed a Catholic church in the centre of the city with huge letters reading "Religion is opium for the masses."

The perpetrators of these outrages escaped in the darkness.—Reuter.

The film held him and the Montenegro Royal Family in contempt. The Prince, claimed £4,000.—Reuter.

LABOUR CONDITIONS IN CHINA

SPECIAL BUREAU TO BE ESTABLISHED IN NANKING

IMPARTIAL INFORMATION

Geneva, Yesterday.
The Correspondence Bureau of the International Labour Office, the formation of which was decided last year following Mr. Albert Thomas's visit to the Far East, is opening shortly. Mr. C. C. Chan, a Chinese official of the Labour Office, has been appointed manager, and leaves for China on March 24 to arrange for matters with the Chinese Government Bureau, which will probably be located in Nanking, to serve a link between the Labour Office and the Chinese Government for a supply of impartial information regarding labour conditions in China.—Reuter.

DICTATOR'S BURIAL

Spain Honours Remains of Gen. De Rivera

CHAPEL IN STATION

Madrid, Yesterday.
The body of General Primo De Rivera received a fitting tribute on its arrival at the station, where the waiting room was transformed into a chapel ardente. His Majesty the King, Ministers of the Dictatorship and of the Diplomatic Corps, the Army and Navy, and officers of the whole Government were present while Mass was said. The garrison lined the streets as the body was conveyed on a gun carriage to the cemetery.—Reuter.

OIL TARIFF

Refused by Senate for Second Time

Washington, Yesterday.
The Senate for the second time refused by 38 votes to 29 to place a tariff on crude oil and petroleum products.—Reuter's American Service.

Joseph Ernest Ford, aged 21, a motor omnibus driver, was at Nottingham Assizes found not guilty of the manslaughter of John Albert Little, aged 15, who was burned to death when the omnibus crashed, and was discharged.



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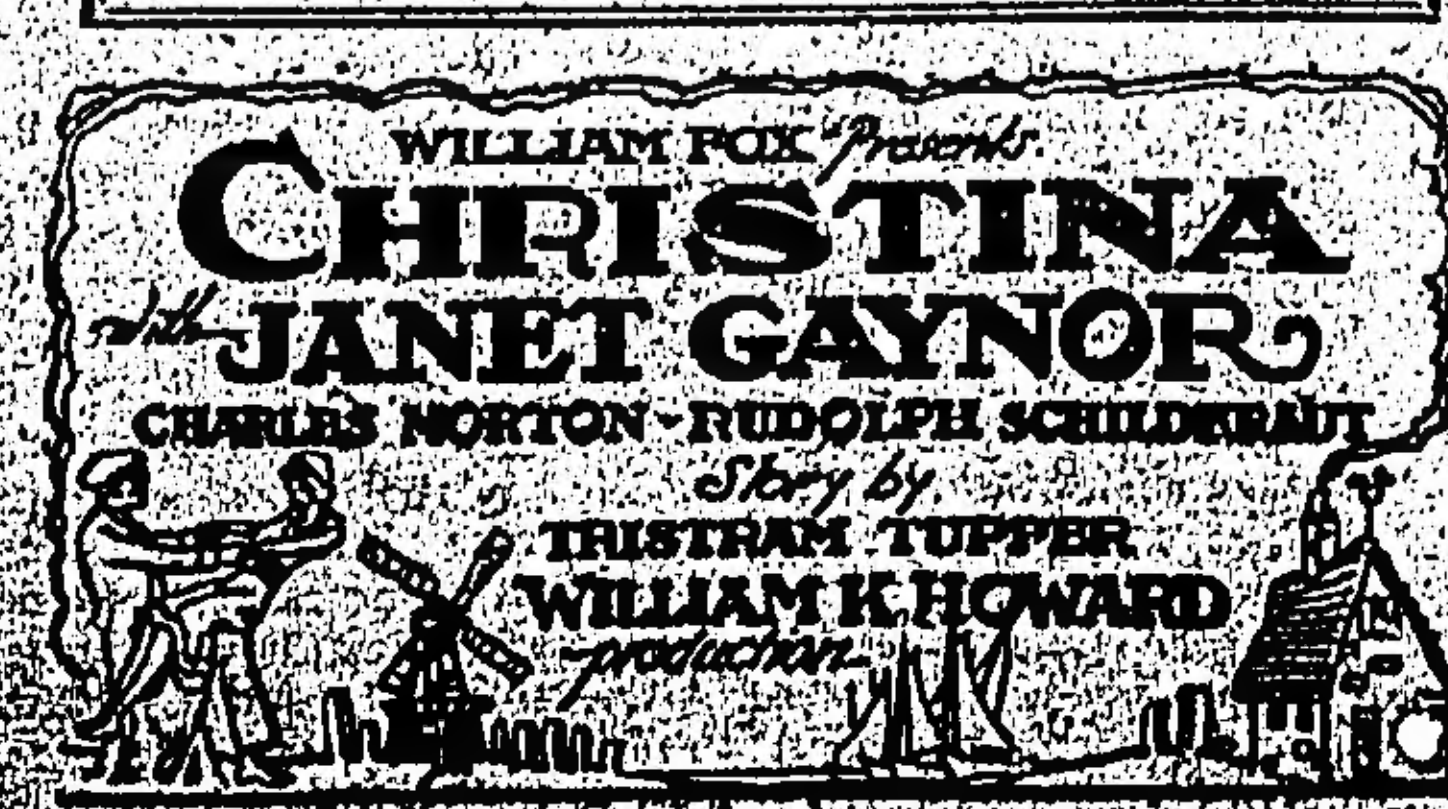
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